Transport in Georgian and Victorian Emsworth

Wheels, Sails and Steam

St Peter's Church Emsworth, 16 October 1852

by

Margaret Rogers

£6

The former offices of the Warblington Urban District Council now the home of the Emsworth Museum.

EMSWORTH MUSEUM

10b North Street, EMSWORTH, Hampshire, PO10 7DD
Tel. 01243 378091

www.emsworthmuseum.co.uk

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Edited by Ralph Cousins

The Tour

Next Emsworth, thriving village, greets the bard,
Where river, mingled with the ocean tide,
The plains of Sussex and dear Hants. Divide,
Where neatness reigns, and ample wealth repays
Th' industrious labour of the merchants' days
When commerce brings him home just rewards.

H. Slight. *A Metrical History of Portsmouth*,
Hollingsworth & Price, Portsmouth, 1820

Introduction

This book is about transport and how it affected the work and leisure of Emsworth's townspeople in Georgian and Victorian times. Its narrative theme is that of the propulsion by horse- and pedal-power, wind and steam which enabled various forms of transport to develop the village into a thriving small town in which to live and do business. The actual name of Emsworth is unique – no other place in Great Britain, or indeed the world, has that name and – like many towns in England – it has changed its name many times over the years since it was first established. In 1224 it was called Emelswurth, in 1268 Empnesworth, then Emnesworth and in 1304 Emlesworth. It was not uncommon for name changes to take place – possibly because a map had been misread or a clerk miss-spelt a name when copying one document from another, but it is not known why Emsworth's name altered so much.

The town lies on an inlet of Chichester Harbour in central southern England, bestriding the county border between Hampshire and West Sussex, the river Ems (formerly known as the Bourne) being the natural dividing line. It probably owes its foundation to the discovery of a freshwater spring on the harbourside at the foot of South Street, thus making it more habitable than other neighbouring villages such as Bosham and Langstone. It soon began to grow and within Emsworth are two small areas east of the Ems called Lumley and Hermitage. The town's centre was in St Peter's Square which had a radial of roads leading from it and behind this central cluster of houses, shops and work buildings was a ring of eleven outlying farms. However, in the Georgian and Victorian period, as now, the greater part of Emsworth lies to the west of the river, i.e. in Hampshire, and it is probable that this balance has been in existence since it was first established. Havant is the nearest town to the west of Emsworth, whilst Chichester lies some seven miles east.

An eighteenth or nineteenth century traveller standing in the middle St Peter's Square in Emsworth this year and looking south towards the sea would easily recognise the street which now stretched out before him. True, the whipping post, stocks, pillory and water pump usually surrounded by ladies with their buckets were gone from the Square, to be replaced by a memorial bus shelter

and a notice board, but much remains he would have known. On his immediate left the Black Dog inn and the Swan beerhouse have also gone, but several small cottages still look much the same; Saffron House is now a hospice shop whilst the old Saffron brewery a little further down on that side is an estate agents. The Sloop pub has also gone, but an Orange Row is still there, although not the original, and the street leads on down towards the quayside where the first-discovered water pump had been, available for use only when the tide was out. Further down houses on the slight slope just before the shingle beach would have looked familiar and it was rumoured that one of these was partly built of stone taken from Warblington Castle ruins.

On the other side of St Peter's Square, Nile Street, so-named in honour of Nelson's victory, remains there on the right, leading off by Ashtead House, now the library, and going down to the millpond, site of Emsworth's first shipyard. In his youth on Sunday mornings our traveller and his parents, brothers and sisters dressed in their Sunday best had attended Independent church services given by Miss Olivia Holloway in what local people called 'The Fisherman's Chapel' in Nile Street, his mother having left a piece of their home-reared pork at the bakers for roasting. On the west side of South Street he would be pleased to see that the Coal Exchange public house, converted from a dwelling house and bought by George Alexander Gale in 1861 for £475 and commemorating its former trade in coal merchandise, still satisfied customers, although the tall distinctive chimney of Kinnell and Hartley's brewery on that side of the road had now disappeared. The sturdy property on the bottom right-hand corner is now a restaurant with rooms, although it had undergone many name changes and served various owners, among whom were Customs Officers and publicans, and would also have been easily recognisable.

The focal point of Emsworth was, and always has been, St Peter's Square, though even that was odd, because the 'square' is more like an inverted triangle. In medieval times markets were held here and the old houses surrounding it then had long, thin strips of land lying behind them. The triangle is now attractively paved and has ornamental metal flower baskets with the roads alongside it covered with tarmac instead of uneven beaten

6 inches to 1 mile Ordnance Survey map of Emsworth published in 1879

earth. It smells sweeter and is cleaner, too, being no longer the centre of a horse drawn society. The distinctive clock which had once stood proudly on top of St Peter's Proprietary Chapel standing a little way back from the Square still faces it, although the chapel itself has survived many changes – Town Hall, Pavilion Cinema and Builders' Merchants – and the clock is now over a restaurant and flat. Although the street from the square to the foreshore has undergone many name changes the whole of it is now called South Street. In our time-traveller's days sections of it had been known as Rat's Castle, Saffron Hill, the Killis and Seaside.

Along the top of the square runs the High Street and leading into it from the east is Queen Street, once the main entrance to the town from the important Chichester to Cosham toll road. This road, passing through Emsworth, was then part of the 27½-mile old Roman route between Chichester and Bitterne. In the nineteenth century Queen Street too had several names; parts were called Mill Lane, Hampshire Terrace, Dolphin Hill, and Mud Island. One of the inns at the bottom of the street – the Good Intent – altered its name to the Lord Raglan in commemoration of the noble lord's exploits in the Crimean War of 1854-6. Although many residents thought that Queen Street, bedecked with flags and lined with schoolchildren, had been named in honour of Queen Victoria and Prince Albert's visit to the town on 23 February 1842 *en route* to Havant and Portsmouth, in fact documents show it honoured an earlier royal visit. On the later occasion the royal couple had been greeted by the Duke of Wellington, as Lord Lieutenant of the County of Southampton, as they crossed the county border bridge from Sussex into Hampshire.

Even earlier travellers on this part of the old Roman road from Chichester to Cosham (A259) would have had to turn north before entering the town, going along Lumley Path, turn west over a ford over the river Ems and then turn south again past Mud Island in order to regain the main road, but this loop had been ironed out by the nineteenth century. Approaching Emsworth from the east later visitors simply had now to cross what is now called Stakes Bridge. In former times this had been known as the Hermitage Bridge, so named because reputedly a hermit, Simon Cotes, had lived there and built a chapel on the Sussex side of the Ems over 500 years ago. In 1527 he made a will in

which he left his estate in trust to the Earl of Arundel, requesting that someone would continue doing Simon's work of ministering to travellers and keeping up the road. Queen Street was particularly important to the town, leading coach passengers and travellers past the Town Mill at the bottom uphill to one of several inns in the town centre and square. Approaching the town from this direction at the junction of High Street and Queen Street on the left hand side is King Street, formerly known as Sweare Lane, when it was the centre of the town's boatbuilding and sack, twine and ropemaking industries, and still contains one of the first wooden prefabricated buildings, built in just one day in 1795 by one of Emsworth's major shipbuilders. John King lived there with his wife, raising a family of one boy and eight girls. Houses for ordinary Emsworth residents in those days were made of brick or brick and flint, using oats or barley for insulation, as it was usual to use building materials which came most readily to hand. In the vicinity these included stone, flint, brick, cob or mud, oak, elm, beech and fir. With a plentiful supply of locally-made bricks most shops and houses in the town were two-storeyed, replacing sixteenth and seventeenth century wooden buildings, such as formerly existed in the lower parts of Tower and South Streets. Larger houses fronting St Peter's Square often built another storey and added an entrance portico with a fanlight, which became an Emsworth speciality.

If our time-traveller had wanted to arrive in the town after 1847 he could have done so by train and alighted at the station in North Street, south of what is now the busy A27. The station opened on 15 March in that year and when walking the half mile south to St Peter's Square he would have first passed the Railway Tavern and Locomotive Inn, and then Victoria Road, originally Station Road and which *was* named after the queen and then another public house called Little Green, built in that same year. Many people will remember two more in North Street, the Seagull, which replaced the Locomotive, and the Milkman's Arms, but both were built later on. Just before St James's Church entrance he would pass the site of the old workhouse before admiring the impressive Diamond Jubilee Cottage Hospital (1898), built in Dr. Stephens' former orchard, followed by the doctors' surgery. The now heavily used A259 road, which cuts North Street off from the town would certainly have made him pause. But this was built much later in the twentieth century to allow

traffic wishing to bypass the town centre to do so more quickly. Crossing the road in front of the surgery he would now find a Co-operative Store, in his day the Post Office, and now housing it once again, and so return into the Square. These three roads – Queen, High and North Streets – and West Street linking High Street with the Chichester to Cosham Road again – carried nearly all the traffic into and out of the town for much of the nineteenth century.

Most of the area around the town was semi-circled by several small farms, whilst north of the town was covered by Emsworth Common containing approximately 650 acres of coppice, furze, thicket and oak woodland, mainly suitable for grazing pigs, growing wattle and providing timber, and on occasion affording opportunities for poaching deer. But as part of the great changes which took place under the Enclosure Acts a Private Act of Parliament in 1810 gave a portion of around seven acres of Coldharbour Farm Green (now called the Emsworth Diamond Jubilee Recreation Ground) to be preserved forever for the town's inhabitants as a place of amusement, always well used then and now for sports, walking and Emsworth's annual Horticultural Society's Show. Alongside the Green going north-west was and is the Horndean Road leading on to Whicher's Gate Road. In the nineteenth century in order to get to Rowland's Castle any travellers along this road would have had to traverse a cattle grid and open a gate before going further still to pass through Horndean before reaching Petersfield, 14 miles away.

So how did our visitor travel to Emsworth and move around the area in Georgian and Victorian times? How did the farmers, fishermen, boatbuilders, millers and other traders receive goods and raw materials and get their produce to markets? How did residents go visiting and shopping, churchgoers get to church and doctors visit their patients? And how did the townsfolk use carts and wagons, carriages and other horse-drawn vehicles, bicycles and later the trains? The following chapters look at each way of doing so in turn.

Chapter One

The Region's Roads

First of all Emsworth was fortunate in that it lies on such an important east-west road, described in the Introduction. Originally laid down by the Romans, by the nineteenth century it had been used for over one thousand four hundred years. Over the intervening centuries such a well-used road had been first compacted by the passage of horse's hooves and carriage wheels; it was thought then that broad wheels helped keep the beaten earth hard, whilst narrow wheels churned it up. Later it was built up and covered with gravel and tarmacadam. By the beginning of the nineteenth century the road was well drained with a camber allowing surface water to run off and it relied on the passage of carriage and wagon wheels still busily using it to make the earth and stones beneath harder and smoother. In the 1840s early steam traction vehicles, road rollers and road-making equipment began to appear. Within the region several fords and water splashes had been replaced by bridges, many detours straightened out and where possible roads traversing hills been made with easier gradients. Very steep hills required four horses to pull a coach or carriage, those less steep could manage with two. But what is now the A259 is, and always was, relatively flat.

The only public conveyance up to the 1750s between Chichester, Havant and Portsmouth was a stage wagon, carrying both passengers and goods which made two journeys each way during the week. Unfortunately after frost and rain the chalk in the road surface became very slippery and it was so hazardous that it then required great care on the part of the coachman not to overturn his wagon. Parts of the road were uneven and narrow, with few opportunities for traffic to pass each other. At that time it took travellers almost a whole day in winter to complete the 18-mile journey, going at 2mph. After periods of prolonged rain or exceptionally high tides, flooding at the mouths of the Ems and Westbrook made the road impassable and remained so until 1762 when the Turnpike Road (Trust No. 10) was built. The Highways Act of 1555 (amended in 1563) still governed the state and repair of all English roads right up to the early nineteenth century. The Act stipulated that

each parish was responsible for the maintenance of its own highways and had to elect a surveyor from its inhabitants who served for a year, kept accounts and was answerable to the Justices in Quarter Sessions. To keep the roads in good order it was specified that all people with land worth £50 per annum or more had to supply two men, horses or an oxen cart and tools to repair the roads for four consecutive days each year. Landless cottagers had to do this themselves, or nominate someone who could, and later this duty could be avoided by a money payment. Regrettably there was very little expert technical supervision of such road-making, and the Justices appear to have given little direction to their surveyors as to precisely the standard of work required. Consequently the state of the roads throughout England was variable; some were good, others poor, compounded by incompetent parish administration and the parishioners' unwillingness to fulfil their obligation. This system continued, or in some cases continued to be abused, for over one hundred and seventy years. The position of surveyors and Justices alike was invidious in that they were supposed to enforce road-building sanctions on friends and neighbours, sometimes leading to uncomfortable relations and friction between the two.

It was therefore a constant battle to keep the roads in good repair and where parishes such as Warblington and Emsworth, not unlike many in a similar position, felt most aggrieved was that they had to keep repairing roads such as that between Cosham and Chichester, used principally by people passing through the town and towards which they made no contribution to its upkeep. The Vestry Book of Warblington with Emsworth between 1819 and 1833 gives many examples of discussions as to who should accept responsibility and pay for the repair and maintenance of several local, secondary roads – the parish or landowners. It was not until 1835, when the General Highways Act instituted hired labour instead of reluctant parishioners working for so many days per year, that the situation began to improve and the drain on parish funds declined. Parish vestries then became the constituted highway authorities for their areas, and nominated surveyors who were appointed each year with power to levy a rate and authority to supervise how such labour was to be used and where repairs were required. They were also empowered to extract gravel, chalk, sand or stones to provide material for road repairs and in

the case of Emsworth gravel was obtainable, at a cost of 6d. per load, close to the junction of the Emsworth Common Road and Horndean Road, where there were old gravel workings. Then in the 1840s the use of steam-driven traction vehicles, road rollers and road-making equipment began to be more widespread and later still tarmac arrived. This lessened the need to retain so many labourers, and at the end of the nineteenth century Warblington Urban District Council (UDC) hired on contract one of these machines to crush stones and level Emsworth's and the surrounding area's roads. In 1892 road-building supplies of gravel and flint were provided locally at between 3s. (15p) and 4s. 9d. (24p) per yard. Stones for road-building also still supplemented the gravel, and local farmworkers' schoolchildren were regularly absent from school so that they could work stone picking in the fields. In the 1890s they could earn approximately 8d. (3p) per day, the pennies so earned being a welcome contribution to their parents' income. By August 1895 Westbourne Rural District Council sought to employ roadmen at a rate of 14s. (70p) per week. One constant problem was how to keep the roads clean once they had been satisfactorily built given the horse traffic, solved by Emsworth contracting a man to sweep the town's roads, paying him 1s. 10d. (9p) per 100 loads.

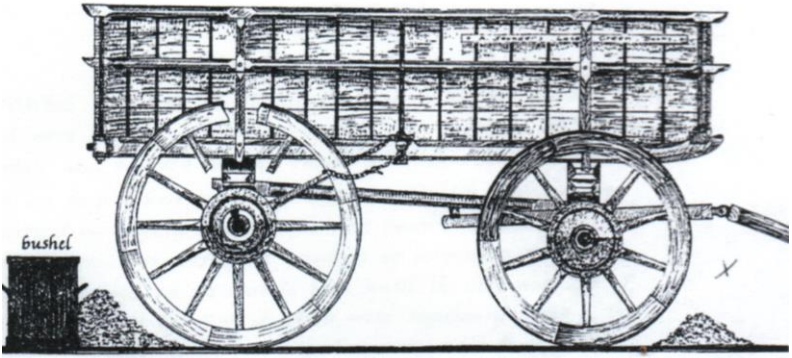
Fieldwork

STONES troubled the plough as they dulled its cutting edge and were needed to repair parish roads. From 1555 each parish had to keep its own roads in order. Householders had to give six day’s labour a year for this work. Parish highways were controlled by unpaid officers who were variously known as: boon masters, overseers, stone wardens or way wardens. Their duties remained on the statute book until the Highways Act of 1835. Throughout the nineteenth century children were regularly part of the stone picking labour force. School records refer to pupils being absent for as long as six weeks for this purpose.

In those desperate days of almost perpetual penury for the ordinary farm worker even the pennies earned were significant.

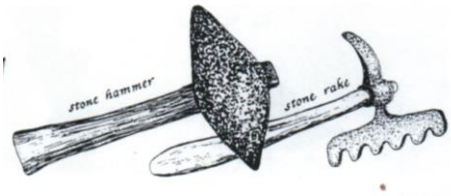
Stone picking was often gang work and no doubt the gangmaster, who contracted with the farmer kept a strict eye his workers in the knowledge that: *One boy is a boy, two boys are half a boy and three boys are no boys at all.*

Picking was usually a job for winter months between December and January. To spend six or more hours in a field in the chill air of a winter's day was not easy work. Payment was made by the bushel (8 gallons – 36.4 litres). In the 1890s school children could earn about eight pence (3p) a day. Tools were simple for this elementary task. A stone rake, like the one below, would save a lot of wear and tear on gloveless hands, but there no defence against the cold. (In the Chilterns a small wagon was used for stone carrying. It had smaller wheels than a normal wagon and its body was therefore closer to the ground – an important point to turn on hilly ground. A chalk line was often drawn round the inside of the wagon to measure the load.



A Chiltern wagon

Man with stone box and children.



Stone hammer and stone rake.

HAVANT RURAL SANITARY AUTHORITY.

NOTICE,

The Havant Rural Sanitary Authority are prepared to receive

TENDERS

the Supply and Delivery on or before the end of next June, of 1730 CUBIC YARDS of CLEAN HAND-PICKED

FIELD STONES

For the Repair of the Highways of their District. The materials to be deposited in Heaps of 20 Yards, squared ready for measurement, at the several places hereunder set forth.

Cubic yds.	
	PARISH OF BEDHAMPTON.
40	Stockheath Lane and New Road leading thereto from Bedhampton level Railway Crossing.
20	The Old Road.
60	Between entrance to New Road to Waterloo and Neville's Park.
40	Between Neville's Park and Bedhampton Boundary.
40	Near Belmont Towers.
40	Between Belmont Towers and Farlington Redoubt.
240	
	PARISH OF FARLINGTON.
40	That portion of the New Road to Waterloo, between Bedhampton boundary and that of Waterloo Parish.
20	Chalk Road, Purbrook.
20	Fir Copse.
20	East and West of Fort Purbrook.
20	Stone Depot East of Fort Purbrook, on the Road to Crookhorn.
20	Crookhorn Lane.
40	Crookhorn.
40	Stakes Road.
220	
	PARISH OF WARBLINGTON.
150	Westbourne Corner New Depot.
100	South Leigh Depot.
250	
	MAIN ROADS.
	Cosham, Havant and Chichester Section.
207	Beer-blocks Depot, Havant Road.
60	Green Pond Lane.
160	Stone Depot, Near Belmont.
100	Between Belmont and Old Road end.
100	End of Old Road and Farlington Mile Stone.
100	Farlington Mile Stone and Waterworks Lane.
100	Waterworks Lane and New Inn.
820	
	Portsmouth and Petersfield Section.
50	Near Waterlooville.
100	Plant Farm Lane
50	Near Purbrook Arch.
200	

Tenders stating the rate per Cubic Yard at which the Stones will be supplied and delivered at the several places above-mentioned, to be delivered at my Office, West Street, Havant, on or before Four o'clock on WEDNESDAY NEXT, the 11th March, 1891.

The Authority will not be bound to accept the lowest or any Tender.

Dated this 2nd day of March, 1891.

E. R. LONGCROFT,

A Havant invitation to tender for road stones.

Earlier towards the end of the seventeenth century road traffic was growing, carts and carriages replacing pack-horse and wagon transport and coach travel, although slow, uncomfortable and often dangerous, was rapidly increasing in popularity. Every coach passenger who travelled between 1750 and 1850 customarily took with him his road book, which gave details of routes, toll gates, inns, mileages, packet boats, market days and populations, an example being that by William Morgan and John Ogilvy (1689). Individual unaccompanied journeys were not undertaken lightly, however. Highwaymen, often called 'collectors', vagrants and cutpurses (so-named after the notorious female robber Moll Cutpurse) roamed the countryside in search of easy pickings on the better-made more important roads. Especial targets were those roads with long stretches between coaching stops, or on hills and passes which made the horses slow down, such as Portsdown or Butser Hills. These often had rich travellers, but any passenger, tradesman or farmer returning from a market or fair with money in his pocket was particularly vulnerable. A local footpad, "genteelly dressed and rather stout" tried to hold up George Chatfield, riding from Havant to his home in Emsworth on 23 February 1807 opposite Bearblock's Dell, Emsworth. Chatfield, refusing to hand over his money, was shot and seriously wounded, but managed to escape and later recovered, offering a 200-guinea (£210) reward for the capture of his attacker, who was never caught. Jack Pitt, 6ft. 1in. tall, another local footpad and originally mistakenly thought to be Mr. Chatfield's assailant, was however captured and convicted of carrying out another robbery which occurred at 6.30pm on 20 April 1807 when he stopped and robbed Mr. King, plumber of Havant, of his silver watch on the Horndean to Rowlands Castle Road. Pitt then moved to Portsmouth, where he was recognised and charged at Winchester Assizes with numerous other highway robberies in the area, later being publicly hung on Southsea Common on 26 March 1808 as a warning to others.

In December 1807, *The Times* graphically described another footpad wrapped up in a loose great-coat, holding up travellers on the Havant-Emsworth road and later that same month the Corps of Volunteers – the local militia – were mustered to scour the countryside around Emsworth after three incidents in one night. Most felons were convicted and jailed or sentenced to death. Some were sent to hulks in Portsmouth and Langstone harbours where the *Lion* or

Fortune would either transport them to America or later, as part of the First Fleet, to Australia. Nationally highwaymen had become the bane of travellers and no one courted such dangers lightly; banknotes were torn in half and sent on separately in advance to thwart holdups and everyone endeavoured to reach their destination before nightfall. Pressure began to mount upon the government and local authorities from the general public, as well as from the Postmaster General, anxious to provide a secure, quicker, national postal service, to make roads safer and remedy and improve travelling conditions. Mail guards were armed with blunderbusses and anyone caught robbing a mail coach paid with their lives.

The problem for parishes on the main highways was the fact that more frequent passing-through wheeled transport wore out their roads very quickly, whilst, as mentioned before, contributing nothing to their upkeep. Thus in 1663 Parliament passed the first Act to allow a toll to be levied on the Great North Road and turnpikes came into being. The principle embodied in this Act, that travellers should contribute towards road repairs, became the basic concept underlying most road improvements in the following two centuries. An early forerunner of the car road tax. Thereafter further early toll roads were established on other main arterial highways out of London to all parts of the kingdom and the establishment of turnpike roads spread. After 1750 turnpikes were created in large numbers on feeder routes to the main highways to establish important goods and service connections, providing essential cross-country and marketing links. This system helped smaller towns such as Emsworth to connect more quickly with larger and important local market towns and cities. The importance of maintaining good road connections especially in the south was further emphasized in 1702 with enemy shipping prowling the English Channel.

In most counties turnpikes centred upon the county town; in Hampshire the majority of turnpikes led to a hub centred on Winchester with the exception of the one already described hugging the south coast – the important trans-county road between Cosham and Chichester, 12 miles long. This turnpike (designated as Turnpike Trust No. 10) was started in 1762, passing from Cosham, through Bedhampton, Havant, Warblington, Emsworth, Nutbourne,

Bosham, New Fishbourne and St Bartholomew into Chichester. This was created to improve road traffic conditions from the farming areas of West Sussex and southern Hampshire to London and Portsmouth, and the growing east-west post chaise passenger and mail traffic. Being just six miles from Cosham and seven from Chichester Emsworth became a significant local delivery and collection point for the south coast cross-county mail network. This turnpike trust was administered by a council of trustees, prominent among whom were the Mayor of Portsmouth, Aldermen of both Chichester and Portsmouth and members of the Chichester Chapter, with many other local notable residents who qualified by property possession. Trustees had to own "a personal estate of more than £800 over and above their just debts" and were not allowed to profit from trust activities. Meetings of the Trust were held at the Swan public house in Westgate, Chichester, or at the Bear in Havant to appoint toll keepers who had a scale of charges for travellers passing through. Some exemptions from such tolls included members of the royal family, soldiers and farmers crossing the road from one side to the other. Funeral processions, local clergymen and people going to church were also exempt but double tolls were customarily charged on Sundays to road users not going to church. In some cases exemptions were also granted to local businesses to encourage their trades and industries, but the rest, depending on the number of horses or farm animals and type of carriage, had to pay.

Although still solvent in 1842, monies accrued by the Cosham to Chichester turnpike trust rapidly turned to deficit, repair bills and manpower costs far outweighing income after the arrival of the railway in 1847 and ultimately this turnpike was wound up in 1867.

By the early nineteenth century Emsworth had two coaches regularly travelling through it daily between Brighton and Chichester to Portsmouth, 'The Defiance' and a post coach which went between Brighton and Southampton. If an Emsworth resident wanted to get to London he would first have to travel to Havant to catch 'The Independence'. In 1844 it was estimated that 'The Defiance' could travel at about 9mph and charged 3d. (1p) per mile, whilst going by the post the speed averaged 8mph and the cost would be 8d. (3p) per mile. This was because travel by post coach was considered to be

much safer, guards being armed with a brace of flintlock pistols and a blunderbuss in case of danger but slightly slower overall because they never travelled by night. Advertisements appeared in local newspapers intermittently for 'tollfarmers' giving details of toll revenues obtained by them during the past year, and stipulating that two months' rent was payable in advance by the successful, highest bidder. Although members of the trust were prominent citizens, their practical administration of the turnpike appeared to be less than perfect and there were frequently varying tolls in different parts of the country. Clearly there was the possibility that management of the toll system on this road was open to abuse as the following newspaper article implied:

> *Richard Softly promised in future not to conspire with others to defraud the tolls of the Chichester and Cosham turnpike; he said he had paid all costs and charges, etc.*

Other people who fell foul of the law by using the roads included the gangs of so-called 'Swing Rioters' in the 1830s. Poor agricultural labourers from Kent to Hampshire were stirred into action and rose up joining into mobs which torched farm buildings, new threshing machines (which they rightly believed took away their autumn manual labour earnings) and committed other acts of arson, terrifying landlords and farmers and their families. In mid-November 1830 a thousand-strong armed mob was said to have passed through Chichester and Emsworth, destroying all the machinery it could find. The militia, the 47th Regiment garrisoned at Portsmouth, were summoned and arrested nine local activists, later sentenced at Special Commission trials at Winchester to seven years' transportation or imprisonment with hard labour. Transportation meant being taken first to one of the prison hulks moored in Portsmouth Harbour and then transferred again to vessels taking them to Australia or Tasmania. Wellington, the 'Iron' Duke, at the head of the Commission, determined to make an example of these rioters by ensuring the severest possible sentences were handed down; of the 270 prisoners tried there, 14 were sentenced to death.

Turnpikes had a lifespan of over 150 years and made a significant contribution to travel; lower carriage costs came about through competition and faster rates were achieved by swifter horses on the improved roads to markets further

afield. It was also clearly an advantage to have a property or business close to a turnpike road and several local auction particulars stressed this. The social and communication benefits were also impressive; it was common for Emsworth's upper middle-class families and what were described as 'the gentry' in the directories to have a domestic coachman and footman on their staff and to visit relatives and pay calls upon friends, take afternoon 'airings' and go shopping in nearby towns. The steadily increasing flow of travellers with the latest news helped Emsworth and other south coast small towns to be better informed about other parts of the region and country; rural isolation began to diminish, although it was not unknown for some people right up to the nineteenth century never to leave their own village or town. Perhaps for the first time also ordinary men and women could now travel in reasonable safety outside their immediate environs, and the possibility of being able to travel fostered the desire to do so. Knowledge and interest in English regional food delicacies such as York hams, Aylesbury ducklings and Stilton cheese spread further afield. Coach travel was still somewhat uncomfortable especially for cramped, crinolined, Victorian ladies who must have breathed a collective sigh of relief when the slimmer Empire-line style became fashionable again in the Edwardian period. Nor was it possible to determine what the size or social class of one's fellow passengers might be in advance, both possibilities that could lead to an uncomfortable journey. Unfortunately, too, another unwelcome side effect of the broadening of travel opportunities was the spread of disease brought about by close proximity and contact, possibly for several hours, and some infectious diseases travelled well. This often lead, as it did in Emsworth, to the establishment in 1888 of a small hospital on the outskirts of the town where ailing travellers were charged, usually in advance, for the doctor's attendance and treatment, nursing, medication and stay.

Chapter Two

Road Users

At the beginning of the nineteenth century Emsworth was a predominantly working-class community centred on its fishing and boatbuilding industries, backed by a semicircle of eleven outlying farms, as mentioned before. However by the century's end Emsworth had grown into a much larger, thriving diverse town, self-contained to a large extent, but now embracing middle-class people capable, through travel, to earn their living outside the town but happy to live there. Many retired naval officers also saw the town as desirable. The number of residents in 1801 was 1,433 and a century later had risen to 3,639. Better class housing was built, and imposing villas now lined the main Chichester to Cosham Road, many of them built by a local builder and property developer. Incomers could see that it was much healthier for families to live outside towns and cities like Portsmouth and Southampton, where the possibility of cholera epidemics and easily-spread fires in closely-built housing threatened. Emsworth could fulfil their residential and social needs and attracted not only professionals but craftsmen and artisans happy to work in small, traditional businesses such as timber-cutting, shipbuilding, rope, twine and sail-making, brewing and retailing, some of which continued to be served by generations of families.

During what was known as the 'long nineteenth century' – between the late 1750s and 1900s – many changes took place in England, among them economic and cultural influences, aspects of class and social standing in turn influencing transport and mobility. This chapter describes what sort of traffic was carried on regional roads in the earlier part of that century, where it might have come from and was going to, what sort of people travelled and the hazards they encountered and how Emsworth's shop and innkeepers catered for them.

The 'golden age' of coach transport was the span of seventy years between 1770 and 1840, and any coach traveller could now depend on much reduced times for his journey with better roads and improved sprung coachbuilding.

The elliptical spring was invented by Obadiah Elliott in 1804, and eased many a weary traveller's aching joints during his journey, fewer becoming 'martyrs of the highway'. Elliott's springs were even fitted to baby carriages. Travel got even more comfortable in the nineteenth century with the introduction of solid rubber tyres. The more well-to-do residents had their own carriage, coachman and footman, taking great pride in being driven and seen in a carriage of their own. It was a status symbol to be seen in a quality-designed carriage with a number of horses and attendant servants. There were various sizes of four-wheeled carriages of the period. The most prestigious carriage was the barouche, the most popular closed carriage the brougham, an all-purpose everyday vehicle for the 'quality', but other open four-wheeled carriages included the berlin, landau and phaeton, two-wheeled open carriages included the curricle and the gig. According to Mrs Jane Jewell (1826-1931, a King Street school owner), an astute observer of the passing scene in Emsworth, who wrote a series of articles in the Emsworth Church Magazine, *no 'gentleman' ever rode in a one-horse carriage*. Visits by Sir George Staunton of Leigh Park to Captain Patten (Royal Artillery) at No. 7 King Street, bringing with him his own footman and the appearance of Mr. Barnes of Oakwood in the mid-nineteenth century were possibly the last gentlemen to ride in the town in a coach with four horses and postillions. In *A New System of Practical Domestic Economy* it was estimated that:

> *...you should set aside 10% of your income on horses or carriages, which would mean you needed £1,000 for a four-wheeler with horses (the coachman would be paid for out of the 8% you would spend on the wages of your male servants). If you had £600 a year you could keep two horses if your groom doubled as a footman. A gig cost £700, that is, a one-horse carriage – a tilbury or a chaise.*

Running costs were broken down as follows: food for one horse £24 10s. (£24.50); duty on one horse £1 8s. 9d. (£1.43½p); shoeing, stable rent £8 3s. 3d. (£8.16); duty on a gig £3 5s. (£3.25); repairs, wear and tear £8 15s. (£8.75); occasional groom £7 18s. (£7.90) – Total £54.

Between 1871 and 1901 at least 14 households in Emsworth maintained a coachman, horse and carriage. If you were at the top end of the scale with a barouche, footmen and postillions and several horses it would cost the equivalent of owning a helicopter today. Even so, for an ordinary family it was possible to enjoy the use of a wagonette for special events:

> A. Wade, Fly Proprietor, South Street, Havant
>
> Closed and Open carriages, Large Waggonnettes (sic) and Brakes for Picnic Parties, Pony Carriages Single or Pair Horses Wedding carriages to Order
>
> *Havant Almanack* advertisements, 1890, 1892 and 1897

For the general travelling public going longer distances coaching inns supplied not only food and other comforts for passengers but also changes of fresh horses every seven to ten miles. For many years the professional coachman was 'king of the road', looked up to and often well tipped and respected by his passengers. A great many stage coaches were given reliable-sounding names, two already mentioned 'The Independence' and 'The Defiance'; others, like 'The Comet', 'The Meteor' and 'Telegraph' engendered a feeling of speed and dash. What were known as 'accommodation coaches' began to appear around 1800, picking up and setting down passengers and their luggage at allotted points along their route. Vans also travelled along main routes; they were similar to the stage-coaches, but much larger and clumsier and 'jogged along at a very easy pace'. Their fares, consequently, were very much lower than the swifter coaches and were often patronised by blue-jackets travelling to and from ports; it was possible to travel between Portsmouth and London on the outside of a van for 6s. 6d. (32½p)

Carriers.

London, Brighton, and South Coast Railway Company.
London and South Western Railway Company.

Station Master—Mr. Roach.

South Western Company's Agent—Mr. Pyle.

Carrier for the Delivery of Goods in the Town—L. Dubuis, Bear Hotel.

Chichester, Emsworth, and Bosham—Burrows. Office, North-st.

Portsmouth, Cosham, Chichester, Havant and Emsworth—D. Bray.

Portsmouth, Cosham, Chichester, Havant & Emsworth—J. Knight. Office—White Hart.

Westbourne, Emsworth, Havant, Cosham and Portsmouth, Brockway. Office, White Hart.

Hayling, S. Jones (daily), and T. North (Tuesdays and Fridays.)

Purbrook and Waterloo—W. Crockford (daily).

Chase's Omnibus runs twice daily between Hambledon and Havant Station, calling at intermediate villages.

This advertisement from the Havant Almanack for 1897 indicates the level of road transport activity at this time.

The Mail

One of the most frequent road users was Post Office coaches. The mail service, initiated by John Palmer of Bath in 1782, replaced the carriage of mail by postboys on horses and was originally confined to what were known as the Six Roads, major road spokes radiating out from London as the hub to the most important cities. On spreading throughout the country, the spokes were joined, so that it resembled a wheel, with cross posts (such as Emsworth) on the rim. Letters in various denominations, some 'privileged' and paid or unpaid, were not delivered and had to be taken to or collected from the posting house. In addition to letter and newspapers some mail coaches also carried

books and clothing. Only four outside passengers were allowed on mail coaches, which may have partly accounted for higher fares on this more exclusive and faster service than by ordinary post-chaise stage coaches, commonly travelling at eight to ten miles per hour. They did, however, suffer from the disability of having to transact Post Office business en route, making their overall travelling time longer.

On the turnpikes Royal Mail coaches held an advantage in that the guard could forewarn the tollgate keeper of their arrival by sounding the post-horn, enabling him to open the gate and ostlers at the next post house to prepare a change of horses in advance. The General Post Office service prided itself on its strict adherence to time schedules, arriving at a designated stop at a given time, so time-pieces were given out to all mail coach drivers by the Postmaster General's Office. They were wound up and adjusted to the correct time and then enclosed in a securely-fastened box to prevent tampering, one being given to the guard of each mail coach leaving London. It was then his duty to check the progress of the mail and to hurry its pace when necessary with allowances having to be made on long distance routes for regional differences. There was no national timing until after the railways came. Times varied throughout the country, Bath, for instance, being up to 9 minutes behind London time, only solved eventually by the adoption nationally of Greenwich Mean Time in 1880 at the insistence of the railways. At his destination the guard had to surrender his time-piece and the timing was duly logged by the postmaster, any late arrivals being notified to the Postmaster General.

From 1821 onwards two well-known Emsworth businessmen, James Cobby and later John Stride, both living in the High Street very close to St Peter's Square, were the first people responsible in the town for the collection and despatch of letters and packages. At that time, the 1820s and early 1830s, recipients of correspondence and parcels had to collect and pay for their mail from them; later it was the senders who were charged. Before the well-known penny post was introduced in 1840 it cost 3d. (1p) to send a letter up to 15 miles and from 150 miles and upwards 8d. (3p). The postal system's reputation for reliability was so good that uniquely it was only after seven days of deep snow in Emsworth at Christmas 1836 that the mail failed to get through and

some Post Office bags were found in the street. By 1838 the town had not only a thriving Royal Mail postal reception and delivery service but dealt with 633 letters and 100 newspapers weekly. Over time Emsworth Post Office moved around the town square but by 1886 was still firmly established in the High Street. By then the mail business had grown so much that Emsworth had nine letter dispatches, two parcel dispatches and three deliveries daily, as well as postal and money orders, a savings bank and telegrams, opening from 7am to 9pm except Sundays. It was staffed by a postmistress, a clerk, four letter carriers and a rural postman with a round of some 22 miles.

Coaching and Inns

In Emsworth the main inns were The Three Crowns (established in 1665 and re-named the Crown in 1788), the Ship (established 1718), the Black Dog (1711), the Golden Lion (1718), the White Hart (1718), the Sloop (1795) and the Dolphin (1820). The first three could provide livery stabling and a change of horses and all advertised hot meals with home-brewed ales for coach passengers, the Three Crowns being considered the most genteel. All the various forms of transport now using the roads required a support structure of coach and waggon offices with clerks, a choice of inns with stable-yard facilities and staff including horse-masters, grooms, farriers, ostlers, stable-lads, cooks, maidservants, boot-boys and bar staff, not to mention all kinds of provender suppliers for both travellers and horses. The need for all these requirements and services grew, making it necessary to build extensions to inns and the establishment of offices within post-towns to take advance bookings and accept parcels and packages. Intending passengers could congregate at staging posts with the expectation that the coach would arrive on time.

Throughout the whole of these 'golden years' of horse-drawn road transport common carriers continued to ply their trade in more ordinary commercial traffic, transporting raw materials, cottage industry goods and fresh produce to cities and towns and returning with a growing number of factory-made goods. Emsworth advertised three such services in the 1830s: Vick's waggons went to London each Tuesday and Saturday; William Matthews's and William Russell's carts carried farm produce and fish to Chichester every Monday,

Wednesday and Friday morning, the same company going to Portsmouth every Tuesday, Thursday and Saturday morning. By 1867 Jenman, Burroughs and Till still advertised that they went to both Chichester and Portsmouth daily from Emsworth, even though the town now boasted a railway station.

When the impact made by the arrival of the first trains in the early 1840s throughout England became apparent, principally on routes radiating out from and into the capital, an almost devastating blow was dealt to places such as Petersfield which had been a major coach stopping point on the London to Portsmouth road, and, according to Daniel Defoe, had been *a town eminent for little but it being full of good inns*. By 1839, at the height of the coaching period, there were 40 inward and outward coach movements there a day, but by 1851 this had been reduced to a daily average of six. Innkeepers lost much business because of the reduction of people passing through and stopping in the town, whilst local farmers in turn lost a ready market through the greatly reduced demand for horse-feed and hay. Trains passing through to Portsmouth from London or Guildford did not carry passengers requiring overnight accommodation in Petersfield, nor did trains need oats, beans, bran or hay. Emsworth, not so reliant on passing traffic as Petersfield, fared much better.

Increasing ease of access to Chichester and Havant's regularly held markets improved steadily for Emsworth tradespeople throughout the Victorian period, both because the transport they used began to be adapted for specific uses (light or heavy goods) and was better made and road quality was also improved and better maintained. Travelling became less of a rarity; trade interconnections and the potential to further trade links regionally were developed. With improvements made to passenger coaches and carriages, transport actually began to be a pleasure. Because Emsworth had not been such an important staging post in the first place not being on one of the capital's main arterial routes, it felt less significant immediate impact and economic change when the coach trade diminished, turning the arrival of the London, Brighton and South Coast Railway (LB&SCR) trains here in 1847 into a positive opportunity to be looked forward to and one which could be used to the town's advantage.

Historically, inns had always been a place for travellers and so important was the inn to coaching that it is fair comment to say that without it coaching would not have developed in the way it did. In Emsworth they offered food and drink, accommodation and genial hospitality, including secure overnight accommodation for horses and wheeled vehicles, at the same time continuing to provide a service well patronised by the local community. In short the inns contributed greatly to Emsworth becoming a hospitable place and was described in many 18th and 19th century almanacks and directories as a 'respectable little market town'. Several inns were situated just outside the town along the main road between Chichester and Portsmouth, for example the Royal Oak (1830), the Great Eastern (1840) or the Sussex Brewery (1749), all on the eastern side of the town at Hermitage (West Sussex), but the majority were in close proximity to each other within the town. Traditionally most of the towns in England had clusters of commercial inns which had been established in and around the market areas, taking advantage of weekly trade and annual fairs.

Inns also acted as venues for manorial and coroners' courts, whilst commissioners used them for meetings about apportionments and commutations of tithes. Those with larger rooms were also the focus for dancing and small balls. Dancing was one of the most popularly enjoyed attractions of local inns with large rooms, many balls being held in aid of Emsworth National School at the Crown. Stewards would be appointed and tickets customarily priced at 5s. 6d. (27½p) offered for sale at Havant and Emsworth Post Offices and advertised in the local press. Specific groups meeting at the inns within the town, such as the Working Men's Benefit Society, supporters of the town's Fire Brigade or the Emsworth Dredgermen's Co-operative Society would also organise and offer their members support and assistance in times of need.

Numerous other events also took place in the town's inns. On at least one occasion The Locomotive in North Street (advertising 'wines, spirits and well-aired beds'), the Anchor in South Street and the Three Crowns (later to become The Crown) in the High Street were each used by a local coroner to hold an inquest. What were known as the 'gentry' and middle class people

often used the town's inns to conduct business, hold meetings, functions and soirees, lectures, concerts and subscription balls. In Chichester inns were used as canvassing stations in parliamentary elections and by-elections, holding celebration dinners for the successful candidate, and doubling as regular meeting places of political clubs and the centres of county administration. Local bankruptcy hearings were also held in them. As until 1694 there were few nationwide custom-built banks outside London another of the inns diverse facilities appeared in 1842 in Emsworth when a branch of the London and County Bank was opened at the Black Dog (1711) every Friday between 10 am and noon. Banking seemed to be a logical extension of trading facilities offered by many inns. In both Hampshire and Sussex, for instance, hop factors and those dealing in agricultural seed, corn and malt products travelled here extensively, purchasing and selling through the inns they frequented. Many organisations such as The Emsworth Literary and Friendly Societies, The Ancient Order of Foresters or the Oddfellows regularly held meetings and local auctioneers relied on several for land, property and household possession sales.

Holding auctions at one of the town’s inns was particularly advantageous to Emsworth property and furniture auctioneers such as Messrs. Lake and Mosdell, who would have had no fixed or custom-built premises, enabling them to locate the sale in the most opportune place, the inns distributing catalogues and exhibiting goods before the sale day. Other itinerant trades and professions, such as dentists, corset-makers, surgeons and tailors also opted in many other parts of the country to use local inns as their place of business. The inns' reception and other public rooms offered appropriate space to the itinerant entertainer as well. These drew revenue from ticket sales or subscriptions, while the innkeeper gained room rents, and from the stimulus this gave to his normal trade, the sale of food, drink, accommodation and provender. Mr. Powell, 'Celebrated Fire Eater' toured the inns of Hampshire and Wiltshire in 1753, charcoal-grilling mutton and beef on his tongue.

As the eighteenth and nineteenth centuries progressed brewers grew larger by buying up several inns, so becoming tied houses and thereby restricting the landlord's choice of beer to sell. In return brewers invested in up-grades of

furnishing and decorations to attract and retain custom; inns signs were placed in prominent positions, some entitled to sport a royal coat of arms, such as the Lord Raglan in Queen Street (showing the arms of Henry VII and Henry VIII), the Royal Oak (the arms of the Stuarts) and the King's Arms, the royal arms. Others – the Anchor, the Ship, the Dolphin and the Sloop – advertised Emsworth's close connection with the harbour.

In many cases the brewery would provide in their inns amusements such as billiards, smoking and coffee rooms, dominoes or draughts, dice or shove-halfpenny and occasionally entertainment such as a singer or pianist. Publicans also encouraged inter-public house competitions and sports or offered to provide refreshment for inter-village or town cricket and football match fixtures. In the late summer of 1842 the publican of the Crown advertised that he would be providing dinner (at a cost of 2s. 6d. (12½p)) "at two o'clock precisely" for the gentlemen of East Hampshire and West Sussex at their cricket match on Cold Harbour Lawn. Any passing travellers going to the races at Goodwood were also assured of a warm welcome in Emsworth.

Another class of drinking establishment co-existed sometimes uneasily with inns and taverns – the alehouse – catering primarily to those who went solely for a drink with fellow workmates. Beershops or 'fourpenny shops' provided out sales for family consumption, given the uncertain local water quality, beer being a necessity second only to bread. Small beer (watered-down beer) was commonly drunk by the whole family, even children, for breakfast. Up to the eighteenth century and existing alongside the inn, tavern and alehouse beer making was something which every household did for itself, commonly on a weekly basis. Locally small taverns, alehouses and beershops, some with insufficient takings to provide for a family, were often run by the wife occupying a central role in the family business, whilst the husband carried on another trade. A wide variety of publicans' other jobs is shown in Emsworth census and trade directories, including those of farmers, plumbers and decorators, carpenters, ship owners and oyster merchants. Eventually on her husband's death it was not unusual for the widow to become landlady in his stead, women playing an important role in setting the tone of licensed Georgian and Victorian establishments, surprisingly and pleasantly so, in the

estimation of some travellers. Daughters were often barmaids whilst sons contributed by becoming potboys or helping with the horses. Of all the trades associated with Emsworth in the nineteenth century that of innkeeping was perhaps one of the most skilled and adaptable, some landlords and their families in residence for considerable periods. Long periods of good management within one family made for strong loyalties among customers, examples being the Chalcraft, Boyles, Forder and Greenfield families.

Between 1820 and 1891 some 22 public houses, inns and beer houses were trading in Emsworth. Some names commemorated notable events or personages, such as the Great Eastern (Brunel's ship) the Lord Raglan (for his lordship's bravery in the Crimean War) and the traditional Royal Oak. The transport required by Emsworth's brewing and malting businesses appeared to be contained principally within the county. Hops were grown in Hampshire and the ales and beers were delivered by road to local and surrounding inns in cask barrels by horse and dray. A pair of lovely shire horses would normally transport between ten and twelve barrels and were a familiar sight munching in their nose bags whilst their loads were delivered down a shute to the inn's cellars. It was only at the end of the century that they were supplanted by early steam-driven brewers' lorries.

These first two chapters have seen how Emsworth's improving roads helped develop local communal and personal transport, the Post Office system and inns. The next chapter looks at how individuals benefited by using the area's roads and later how the emergency services provided by the Fire Brigade and hospital ambulances coped.

Chapter Three

Commercial and other carriages and bicycles

Personal passenger-carrying wheeled vehicles for most people were rare before the seventeenth century, but gradually their numbers increased as the century neared its end; before that everyone walked, rode a horse, or used a sedan chair. Possession of some sort of horse-drawn carriage, for private or business use, was the most common means of movement for any distance for the majority of people in any small British town between 1750 and 1840. Those living and working in cities and larger towns could often choose to travel short journeys by horse-drawn omnibus. For those without their own carriage it was possible in larger towns such as Portsmouth to hire a hackney carriage, cab or hansom. If you were a visitor to Emsworth arriving by train after 1847 you could hire a horse-drawn fly carriage to get to your hotel. From the mid-nineteenth century onwards however, coachsmiths and builders and other mechanical light engineers and craftsmen directed the many skills required in carriage making to the invention of means of faster traffic. By the 1890s the use of horses by everyone began to decline and Britain's horse-drawn carriage society drew towards its end. The first motor cars appeared, the pastime of bicycling became socially acceptable and the bicycle's possible uses for tradesmen began to be appreciated.

By the 1830s several engineers turned-inventors in other parts of the country had already tried their hands at harnessing steam power for road use, some more successful than others. The famous early train engineer Richard Trevethick (1771-1833) tried to do so by making 'a full size steam road carriage in 1801. Unfortunately almost as soon as he had finished building it he left it to get up steam while going off to have a drink. On his return the boiler was empty and red hot and the carriage was destroyed'. Among others who experimented were Dr William Church whose steam coach ran from London to Birmingham, whilst Goldsworthy Gurney's steam carriage travelled from Reading to Bath at 10 to 12mph. Both were subjected to the threatening behaviour of mobs who felt that the steam carriage would reduce the manual labour requirements needed for any form of transport, mirroring the fears of

Luddites and the 'Swing' rioters who later surged through Emsworth, and were short-lived.

Conveyances of all kinds, carriages or carts were mainly built of wood, with some iron parts and leather for straps and suspension. Improvements were made constantly using better quality, lighter materials and gaining in comfort and elegance. Even baby carriages used more leather, horsehair, rubber and brass for comfort, whilst goods and trade vehicles naturally used more basic materials, including canvas – often with a wooden hoarding to advertise their name. Trade vehicles such as the utilitarian wagon, dray, van and pony and trap were usually built by wainwrights, essentially joiners, who worked in conjunction with blacksmiths and specialist wheelwrights, as even a small farm cart needed some good basic skills to make. Farm vehicles often served a dual purpose for transporting farmers' families as well as farm goods. Dairy farmers commonly used a low float, the first vehicle to use rubber rather than iron tyres, on which stood covered churns to be taken to the station or for their milk round, which included the sale of butter and cheeses. Floats were often painted white or pale blue to give the appearance of cleanliness and milk was dispensed by a measuring can from the churn into the householder's own jug. In the early mornings these horse- or pony-drawn milk floats, or even churns on tricycles, would circulate from neighbouring dairy farms around town households.

Walter Bowstead Foster (1862-1943) of Ivy House, King Street, younger brother of James Duncan Foster (1858-1940), oyster merchant and boatbuilder, was a carrier who traded at Steam Saw Mills in the town. He dealt with local residents' small deliveries on a personal basis, usually of coal, coke and timber, but also acquired large contracts for the larger companies, including Emsworth Gas Works, Emsworth Gas and Coke Company, Gales of Horndean, the Midland and the LB&SCR railways, and Portsmouth Dockyard. Depending on the volume and weight of any particular load he would have used large-wheel handcarts, two-wheeled horse-drawn carts, or four-wheeled wagons and vans to deliver the goods. This variety of vehicles served a multi-purpose function from house removals to animal transport and needed to be well maintained and cleaned daily for such a wide range of uses.

The last personal conveyance that anyone in Emsworth or anywhere else for that matter could be said to have used was the hearse. Early ordinary ones were just a simple box placed on a basic wagon and pulled by carthorses, similar to that chosen by Mr. J. D. Foster even as late as 1940. In Victorian times more prestigious hearses were fitted with an impressive chased silver decoration on top of a thick bevelled glass panelled box and the four-wheeled hearse would be pulled by a matched pair of plumed black horses. Messrs W. Phillips and W. Wraight, both of King Street, carpenters and undertakers, conducted most of the town's funerals, Mr Wraight later moving his business to St Peter's Square where it is today.

William Wraight’s horse-drawn hearse.

Typical funeral costs in the 1890s were £2 5s. (£2.25) for an adult and £1 1s. (£1.05) for a child. Some consideration was given by Warblington Urban District Council in mid-January 1898 to purchasing a parish hearse, to be accommodated near the mortuary at the rear of the new Emsworth Town Hall and Fire Station shortly to be built in North Street, but no agreement was ever reached. Some cortèges of the gentry would be followed by 'mourning

carriages' adorned with plumes and pulled by special horses, but many local people preferred a simpler ceremony, accompanied by twelve bearers walking in relief to their interment in St James' churchyard or Warblington cemetery. In a small town such as Emsworth it was also customary to show general respect for a prominent or well-known townsperson, such as that which occurred in February 1897 on the death of Dr. Thomas Palmer Stephens, by muffling doorknockers, drawing blinds and shutting shops in the main streets for the funeral's duration. By the time of Dr. Stephens' death more road users had appeared with the arrival of the first motor cars – initially affordable by the few – the pastime of bicycling had become socially acceptable and the bicycle's possible uses for tradesmen began to be appreciated.

Because Emsworth was such a self-sufficient community everyday staples of meat, fish and bread would have been taken round by delivery boys with baskets or by handcart. Once, however, shopkeepers realised the potential for swifter, fresher deliveries which could be spread over a wider area by bicycle, and without the upkeep of a horse, almost every small businessman and retailer owned one. Invented in 1839/40, they came into general use in the 1860s. Ten years later they had evolved into a far more practical design from their early beginnings and every trader used one.

The bicycle was we know it today was initially largely a product of Victorian imagination and ingenuity so characteristic of nineteenth-century light engineering. The earliest actual example of a 'simple walking machine' to come to England from the continent was called a 'spider'. It had been invented in Germany where the country had had a succession of poor corn crops, resulting in a diminishing supply of hay for horses. It had two wheels with iron 'tyres', a cushioned seat and handlebars, the rider sitting astride and propelling it forward by walking, needing considerable effort because of its weight. Apart from the metal tyres it was made almost entirely of wood, reflecting current carriage construction material. It had an enormous appeal, especially to young English aristocrats, who looked upon it as a fashionable accessory, a toy for the 'gentry', to be seen parading parks and gardens to the fury of the more genteel. Some critics, however, thought it was a strange invention, turning 'a man into a horse and carriage', making the rider to do the

work usually performed by animals, although it could travel four times faster than walking.

English coachmakers soon devised their own models, among them the 'hobby' or 'dandy horse'. Early riders did have problems, however, especially when riding on rough unmetalled roads and if they took to the pavements they were faced with the wrath of pedestrians. Before bicycles came into more general use in England the great majority of working-class people, whether urban or rural, had been limited to the familiarity and enjoyment of their immediate surrounds, mostly within walking distance unless they hired or owned a horse. The bicycle, however, gave them new horizons, a piece of personal property not dictated to by time-scheduled services such as mail coaches or trains. It became their means of personal emancipation and not one, as liberating influences had been so often in the past, restricted to the upper classes. Price was naturally the most significant factor in machine choice. The cost of a new bicycle during the 1870s was between £12 and £25 and in efforts to expand the market some cycle agents and manufacturers offered customers easy terms. By 1894 prices were much reduced and they could be bought for as little as £4. 10s. (£4.50), while there was also a flourishing trade in second-hand models. Bicycles came to be known as 'The Working Man's Friend', enabling workmen to arrive at their jobs more easily and quickly, and the range of jobs accessible further afield grew wider. Contrarily, the medical profession had initially weighed in with their opinions, expressed in *'The Lancet* magazine, that it was dangerous to ride a bicycle which was liable to cause 'ruptures'. Doctors changed their views later, however, and although some reservations were still expressed as to the best type of saddle, they later regarded cycling in moderation as a suitably healthy pastime, even advising nurses to use them when visiting patients.

Initially taken up by men, soon women began to see the advantages of cycling, ladies' models being introduced in 1886. Both sexes were now able to have a wider choice of marriage partners and on their day off, customarily the Sabbath, cycling supplied new opportunities for exploration and healthy exercise. St James' in Emsworth, actually welcomed Sunday cyclists and erected a 'Bicycle House' in the churchyard, hoping that riders passing through

would make use of the shelter and attend services. The recreational market began to grow and Bicycle Clubs flourished up and down the country; local ones were established in Chichester and later in Emsworth, another at Rowlands Castle, two at Havant and the Young Men's Christian Association had one at Portchester Castle. Public schools such as Winchester had them, as did universities. One of the most famous local cyclists in Emsworth was oyster merchant and boat builder J. D. Foster, who used his bicycle for his everyday transport and who celebrated his 80th birthday in 1938 by cycling a hundred miles. He also took part, and won, several Bank Holiday grass track races in Priory Park, Chichester; similar events were held at North End, Portsmouth and for naval personnel at Whale Island.

Cycling publications also began to be popular, giving news of clubs, the latest models, events, lists of welcoming tea-rooms and hostelries and how cycling bye-laws were interpreted in various towns. Bye-laws varied from place to place and were often loosely defined, especially those relating to the use of bicycle lamps between sunset and sunrise. One of the most ironic examples of observance of ultra-strict cycling lighting laws was that of a cyclist who rode from Chichester to Emsworth to call out the fire brigade for assistance at a fire in the city, only to be fined 2s. 6d. (12½p) and costs for riding without lights.

Cycle pocket books and guide routes began to be published which included not only maps, but also information on suitable hotels, offering very good terms to cyclists, and repairing stations, and soon cycling holidays became the vogue. The Cyclists' Touring Club (CTC), the National Cyclists' Union and the Clarion Clubs were all originally formed to help members plan trips, find cheap lodgings and cope with breakdowns, for which the clubs also maintained a network of mechanics 'officially appointed for setting right anything that may be amiss with the machine'. One of these was William Poate, Cycle Agent of West Street, Havant, who advertised himself in the 1893 *Emsworth Trade Directory* as 'Repairer to the CTC'. Inevitably, as bicycles grew in popularity, conflict with other road users arose and riding in club groups gave some protection against abuse – *you look like a monkey on a wheel*, or *look out, yer wheels coming off.*

A gross outrage on a bicyclist was committed near Westbourne a few days ago. A rider on a 'boneshaker' was resting on the bridge near the church when two men came along in a cart, and one of them, without the least provocation, gave the rider of the 'boneshaker' a severe cut with his whip. Being remonstrated with, he actually repeated the insult and rode away laughing. It is to be hoped, for the good name of the neighbourhood, that this aggressive spirit towards bicyclists will not be encouraged.

HT&SC, 4789, 10 July 1878

As mentioned earlier, one of the early major deterrents to more widespread use of the bicycle was the awful condition of the roads which had been made to carry horse, wagon and coach traffic with tolls paying for their repair and upkeep. When coach travel declined many main road toll routes fell into progressive decay, though horses were still widely used. Riding on an 'Ordinary' bicycle, which later came to be more commonly known as the 'penny farthing', was particularly hazardous, as by hitting a large stone the rider could be thrown several feet over the handlebars. To further improve safety, especially when mounting and dismounting the 'Ordinary', novice riders could join one of the many cycling schools which sprang up, giving lessons on safety techniques. The circumference of the racing version of the 'Ordinary' could be as large as 11½ft., as the larger the front wheel the faster it could travel, but for everyday use a smaller front wheel was preferred. Commonly the larger wheel's deciding factor was the rider's inside leg measurement. 'Ordinary' riders favoured roads they knew to be rideable, flat and well surfaced, such as the London to Portsmouth Road, the busiest cycling road anywhere in the country.

Horse owners, bicycle manufacturers and the increasingly influential Cyclists' Touring Club combined in protest at the country's poor road conditions and eventually improvements began to take place. While this happened many people, including royalty, turned to the comparative safety of the tricycle, which were made in four different formations. Two could be seen around Emsworth, one ridden by Thomas Coles and the other by George Tong.

Tandems then became the vogue among many notable cyclists such as Sir Edward and Lady Alice Elgar and Sir Arthur Conan Doyle and his first wife, to be seen pedalling around Southsea. Doyle's clear affection for the tandem and bicycle reflected their popularity in several of his stories. Other authors of the period, Jerome K. Jerome, George and Weedon Grossmith and H. G. Wells also wrote novels featuring them. A well-known music-hall song and the 1895 musical comedy 'Gentleman Joe' broadcast the popularity of cycling further to both London and provincial audiences.

Better road conditions prompted a bicycling revival once more and it became a fashionable, family-orientated, pastime, and between the 1880s and 1890s parents and children (on smaller, juvenile-sized versions) took to the open road. Local road surfaces in and around Emsworth had also been much improved by 1900 when Warblington Urban District Council secured a contract with a Mr. Harris to use his steamroller at a cost of £1 4s. (£1.20) a day to maintain its roads, no doubt to the greater pleasure of many local riders. It also sanctioned the use of a bicycle by the Council's Surveyor (*to remain the property of the Council and cost not to exceed £10*). Most people could afford one, perhaps second hand, and some manufacturers advertised a hire purchase scheme. Even so, a bicycle, together with a piano, were probably two of the most expensive items ordinary families owned.

The Victorian age fostered the development and improvement of early machinery and successive modernizations of the bicycle embodied the spirit of that period. Lighter frames from hollow steel tubes replaced their original iron, solid rubber tyres were cemented to the wheels which now had tensioned wire spokes, all giving smoother, more comfortable rides. By 1873 bicycles had shed nearly half their original bulk and weighed as little as 40lbs. whilst better bearings in the steering column and wheel axles reduced the need for constant oiling. Bicycle lamps evolved from a candle and an oil hub lamp in the early 1880s to an oil lamp in the 1890s and in 1900 the carbide lamp. Once smaller, balanced wheeled and the triangular-shaped frame appeared, the 'safety' bicycle was born, and 'boneshakers' and 'ordinaries' discarded.

Victorian interest in things mechanical, however, did not rest entirely with the large bicycle companies. There were many talented amateur inventors, one of whom lived one mile from east of Emsworth at Prinsted. Coxswain William Terry, 'Croc' as he was known locally, an ex-naval mechanic, invented a dual-purpose machine called the *Amphibious.* His exploit was recorded as follows:

> *Beginning on 25 July 1883 on this machine he travelled from London, across the Channel, and completed his journey in Paris. He kept a log of his travels, describing pedalling from London to Canterbury on the first stage, thence to Dover, where he transformed his bicycle into a boat. In the Channel he lost his way in fog, getting his bearings from a passing fishing smack out of Dover, then got refreshments from a friendly French lugger, finally landing at Cape Gris-Nez, and after more adventures went on to Boulogne and Calais. He then pedalled the last two hundred miles to Paris, his ultimate goal, where he exhibited his machine to some 40,000 people.*
> HRO 84M94/28/1. Michael Kennett, *The Incredible Journey, Hampshire Magazine,* (1987) pages 48-49

Mr Terry's exploit became renowned throughout the British cycling and tricycling fraternity and received a good deal of press coverage and local acclaim on exhibiting his machine at the Portland Hall, Southsea. Unfortunately, the *Amphibious,* after being displayed at an Emsworth Regatta, became lost.

With so many Victorian now engaged in such a fashionable pastime, special clothing had to be devised for both men and women. A letter to the magazine *English Mechanic* in 1875 suggested the best wear for men:

> *White flannel shirt, double-breasted coat, and knickerbockers or trousers, worsted stocking socks and thick soled boots or shoes. If you don't like the white costume you can have one in blue serge, but be sure to wear flannel next to the skin, as this will prevent you taking cold.*

Special cycling suits were made by W. Veysey in North Street, Emsworth and Walter Cronin of Southsea also offered them from £1 10s. (£1.50p), made to measure. Similarly the Chichester & District Cycle Club's rules also made

uniform wearing compulsory when out riding (*officers of the club being distinguished by stripes or star*), complete with polo cap. 'Goggles' too became fashionable wear and were demanded by many male cyclists, especially those road-racing and were taken up later by drivers when the first automobiles appeared. Women, too, needed clothing which would allow freedom of movement for pedalling, namely pantaloons – in America called 'bloomers' – otherwise accidents could happen:

> *My long skirt was a nuisance and even a danger. It was an unpleasant experience to be hurled on to the stone setts [cobblestones] and find that one's skirt has been so tightly wound round the pedal that one cannot even get up enough to unwind it. But I never had the courage to ride in breeches except at night.*

Ladies 'over-dressed' for cycling – note the chain guard. There would also be strings to protect skirts being caught in the back wheel.

On a horse a lady could sit side saddle, but on a bicycle she had to sit astride, the main difficulty being her long skirt, which could easily become entangled in the spokes or interfere with pedalling, ultimately solved by covering the top half of the back wheel in a protective wire mesh and encasing the chain in a guard. Any deviation from the ladies' traditional dress was thought of as

daring but emancipated women took to wearing specially made clothing as a badge of defiance:

> *I cannot appreciate a lady in a suit that could not be distinguished from her brother's or her husband's and were deemed totally immodest, those riding without a chaperone even lacking morals.*

A correspondent in the *County Press & Havant & Emsworth Guardian* newspaper of 31 July 1897 thought:

> *... In my opinion if it were only for the sake of exercise that ladies cycle – and not for the sake of exhibition – they are going a very queer way to obtain this exercise. Were the lady cyclist to put in a few hours daily at a little domestic work in the way of scrubbing I think she would find she obtained all she required in the way of exercise.*
>
> *Yours truly*
> *ANTI-LADY CYCLIST*
> *CP&HG&EG*, 116, 31 July1897

Both large cycle companies and small cycle shops now produced and exhibited good quality machines in large numbers. At the Portsmouth Cycle Show in 1896 five hundred machines were on display, a decorated bicycle parade was held at the 24th Annual Emsworth Exhibition Flower Show and a special cycle gala and fete held to raise funds for the town's new Victoria Diamond Jubilee Hospital. On 15 June 1899 Emsworth's first Cycle Carnival was held at the Town Hall and repeated in 1902 and 1903. In 1898 Mr. Provis, originally a gunsmith, became the owner of a small cycle business in St Peter's Square and three years later Paul Rockford set up business in North Street as a cycle maker, whilst the blacksmith at Green Pond, Havant, also turned his attention to bicycle repairs.

The adaptability of the bicycle seemingly knew no bounds, even being used in 1892 by the St John's Ambulance Association for stretcher cases. Grocers', greengrocers' and butchers' delivery boys had specially adapted cycles with a wicker basket mounted in a metal frame over their front wheel and a metal sign fixed onto the crossbar advertising their shop. Deliveries went further afield, a typical example being a man with fresh fish cycling from Emsworth

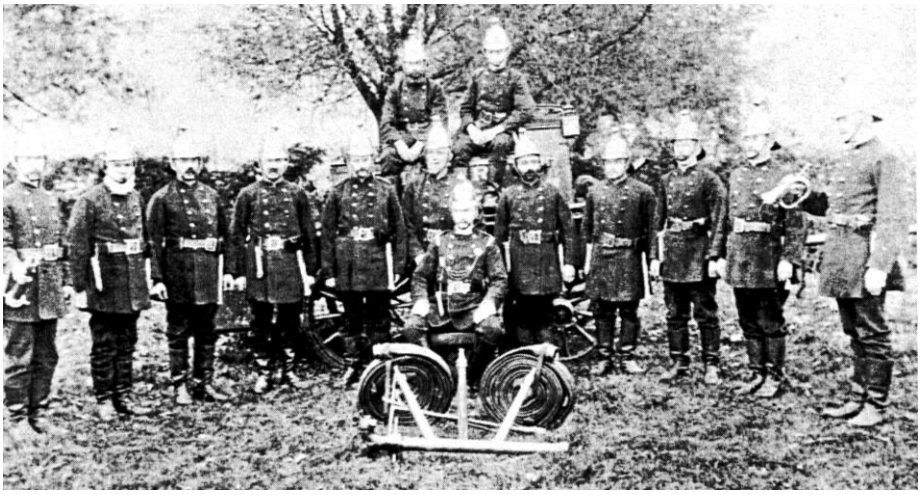
to Horndean, where there was no fresh fish shop, each weekend. Hampshire policemen had bigger cycling 'beats', the Post Office used them for mail, packages and telegrams and British armed forces used them for reconnaissance.

Of course bicycles are still in use today; small children often get their first three-wheeler as a Christmas present. They can be manufactured and adapted for a specific use – road machines, racing models, mountain bikes and so on – and whatever the size, style or make one can usually be found or even tailor-made. Interest in bicycle developments continues and often Great Britain's best hopes for Olympic medal winners are frequently its team of men and women cyclists.

Chapter Four

Emergency Services

One of the earliest pictures of the Emsworth fire brigade, from the late 1800s.



Another early picture of the Emsworth brigade, taken between 1880 and 1890.

One of the most striking forms of transport to be seen hurtling through Emsworth's streets after 1850 was that of the town's volunteer fire brigade's engine. On being told of a fire, often by messenger on foot or horseback, brigade members were summoned. This was done by a bugle blown in St Peter's Square or at another two or three central points, depending on wind direction, and sometimes by the bell being rung in St Peter's Chapel in the Square. The telephone system did not reach the town until well into the twentieth century. The brigade knew it would be paid by an insurance company should they attend a fire with a plaque on the wall of the burning building, otherwise as a voluntary force they earned money by subscriptions, donations or funds from St James' Vestry until the brigade was taken over by Warblington UDC in the 1890s. Originally they used a small manually-operated pump engine, either pulled along by horses from Mr Silver's farm in North Street, or by the men themselves, often helped by townsfolk later amply rewarded by generous supplies of beer. Obviously as volunteers the men had other jobs scattered throughout the town which they had to leave abruptly and although they worked very hard their fire equipment was only very basic, supplemented with ropes, ladders, pickaxes and various lengths of hose.

Major house or cottage fires in Emsworth were usually caused by falling or unattended candles, but fire risks in all types of factory or workshop multiplied with the introduction of steam power and the flammable properties inherent in flour and sawmills. Two examples of these last fires occurred in 1855 and 1886 at King's sawmills and stores in King Street and in that same year Mr. Hatch's flour mill also suffered until 'all that was left were bare brick walls and chimney'. Straw and hay barns in one of the many neighbouring farms were other high-risk features in the area. One of the most tragic fires in the town occurred in 1854 at a small boarding school in Queen Street when the lives of two young children could not be saved. Hydrants usually only existed in larger towns, so water supplies had to be obtained from duck ponds or any convenient wells, the Ems or the Westbrook stream. Towards the end of the nineteenth century, although Emsworth's fire brigade had as yet no headquarters, they practised drills in nearby fields, for which they received 2s. 6d. (12½p) per practice, four practices to take place each year. These rates measured well against that of the county firemen's pay which up to the 1890s

had been a nominal amount for drills, 1s. for each fire they fought, plus all the beer they could drink afterwards. Eventually, too, the Emsworth men were equipped with helmets and uniform, which they wore with great pride.

One of the largest mill fires for 30 years in Emsworth occurred on Friday, 21 August 1896 when the Town Mill in Queen Street was gutted, the stables and millhouse luckily being saved by the combined forces of Emsworth and Havant Fire Brigades. The total damage was estimated at £5,000 on this occasion, although the owners, Messrs. Chatfield and Whettem, stated that unfortunately *the property was not fully insured*, and on this occasion the Emsworth fire brigade captain, Mr Alfred Blackmore, again had to draw Warblington authority's attention to the poor state of their hoses.

But it was the fire in the stately home of Mr George Wilder at Stansted in August 1900, on the last evening of Goodwood races, destroying everything in the main building, excluding the servant's quarters, stable block and chapel, which highlighted the shortcomings of Emsworth Fire Brigade's equipment and triggered the purchase of a new steam fire engine.

The fire was first noticed by two of the menservants in the yard, who saw flames coming up through the roof. They immediately gave the alarm and all [the servants] assisted in getting the house fire-hose attached to hydrants in the house. The fire hydrants and other means for extinguishing fire were only fitted up last year. ... The water supply came from a pumping station below the mansion, whence water was pumped to a reservoir at a higher level at Lumley's Seat. ... The house brigade, armed with hose from an indoor hydrant, had great difficulty in getting at the seat of the fire, and the flames spread rapidly. In response to messages sent by men on horseback, Mr.Blackmore, the chief officer of the Emsworth Fire Brigade, with his men and manual engine, reached Stansted about 9.15 pm, ... but could do little.

When it was evident that nothing could save the house, men were set to work to save as much of the contents as possible ... The molten lead from the roof of the house was pouring through the hall and Mr. Greenfield, of Emsworth, had a suit of clothes completely spoiled owing to the lead which rained on him as he came down the stairs.

Whilst assisting in the pumping a lad named Clement Johnson of Hermitage, Emsworth, had his arm jammed in the [fire engine's] lever, causing it to break ... Dr. Francis Evered, of Emsworth, happened to be present and attended to the injury.

Mr. Wilder was naturally much affected by the destruction of his fine mansion. He is insured, but it is feared that the insurance will not cover the loss.

West Sussex Gazette 2381, 9 August, 1900

The fire continued to rage for two days until it burnt itself out and the final estimate of Mr. Wilder's loss came to over £60,000; he did, however, build a new house on the site of the old one, still standing today.

After considering the relative costs and merits between two of the foremost fire-engine builders, those of Merryweathers and Shand, Mason & Company, Warblington Council purchased a Shand, Mason engine for £435. This model could boast a proven working record of some forty years and had been used in larger towns and cities and was able to deliver 260-300 gallons of water per minute. A fireman with local knowledge could time it so that the boiler was hot and the pump working within seconds of arriving at a fire, without the need to refuel *en route*, a great stride forward in timing and efficiency. The Emsworth brigade christened their new engine 'Edward VII' to commemorate the new King who, as Prince of Wales, had taken a great interest in the work of the fire service. The Council's final seal of approval came when a new fire station was incorporated into Emsworth's Town Hall erected in North Street adjacent to the Victoria Cottage hospital.

A somewhat less dramatic, but still urgent, form of transport to be seen in and around Emsworth during the nineteenth century was that required to deal with the sick and injured. Many accidents were those relating to burns caused by overturned candles or fires such as those described above. Other injuries and broken bones were sustained through the mishandling of timber, boatyard accidents, by farm implements or livestock, by fishermen falling in rough seas, or by bolting horses and overturned wagons. The increasing numbers of people travelling by private transport or horse-drawn carriage, on bicycles and

by train also caused more accidents. Sudden illness or injuries needing hospital treatment were usually dealt with by the local policeman or doctor, who might commandeer a passing cart or other horse-drawn vehicle in order to transport the patient to either the town's first hospital at No. 12 King Street or later to the second one, the Emsworth Diamond Jubilee Cottage Hospital in North Street; others got there by whatever means they could. During most of the nineteenth century both Emsworth hospitals had the use of a hand-pushed, wheeled litter or bath chair.

Outside London in 1892 the St John's Ambulance Brigade initiated the use of bicycle ambulances, formed by fixing a stretcher between two bicycles and as cycles needed little maintenance, they were easy to store and could be ridden by most able-bodied people. A variety of similar wheeled ambulances followed, many originally used in battle zones, now adapted for civilian use. Comfortable, substantially sprung conveyances with rubber tyres, custom-made specially for patient transport were devised by reputable carriage cab manufacturers such as Mulliners (famous for building Rolls-Royce chassis) or Holmes & Co. of Derby. Their cost ranged between £60 and £88, which included two lamps and two stretchers, and some had a moveable floor which could be drawn out to receive the patient. Dr. Thomas Palmer Stephens, who practised at No. 6 North Street, was very keen to acquire one such vehicle for Emsworth and organised two fund-raising events in 1896 at the Town Hall for this. Typical charges in England for patient transport were 2s. 6d. (12½p) or 2d. (1p) per mile for wheeled litters and 10s. (50p) or 3s. (15p) per mile for horse-drawn ambulance use. There were reduced charges for persons holding infirmary letters or leaving the infirmary and accident cases were removed free.

The next chapters switch attention from the land to Emsworth's harbour traffic and facilities. They focus on the trading, fishing and fowling, then businesses such as its mills and milling, several owing their position to tidal flow, and boatbuilding, ending with a brief look at the fortunes of the short-lived harbour canal.

Chapter Five

Harbourside Trading, Fishing and Fowling

The growth and development of nineteenth-century Emsworth, looking out as it does into Chichester Harbour on the east and Langstone Harbour on the west, was inextricably bound up with the sea. Maritime activities of all kinds flourished here – seaborne trading, wooden boatbuilding and repair, the fitting out of larger vessels and the manufacture of ancillary boating equipment for Portsmouth dockyard and, of course, fishing. All required some form of transport into and out of the town.

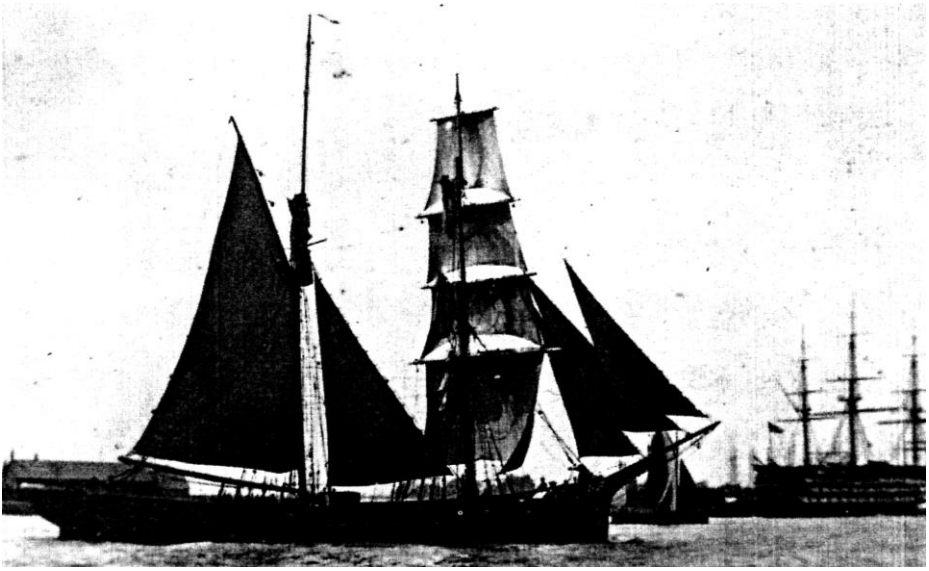
Emsworth's import and export trade in 1836 far outstripped all the other Chichester Harbour ports – Birdham, Bosham, Dell Quay, Itchenor or Langstone – during this time, with one great advantage in that it had two good sized quays which were owned by local merchants and therefore no harbour dues were required to be paid. Ships loaded in Emsworth traded as far afield as Ireland, Holland, France, Spain and Portugal. Early exports were mainly of rye, wheat, malt, barley and timber, later ones included milled flour to Devonshire and Cornwall, pitch to France, ballast to the north of England and again timber going to Portsmouth and Plymouth dockyards and malt to Ireland. Imports were cattle cake and barley from Norfolk, provisions from Ireland, coals from the north-east and Wales, Spanish wool and wine from Portugal and on all of these customs dues had to be paid elsewhere in Chichester harbour. Corn came to dominate the exports, coal the imports. By the early 1800s coal was beginning to replace timber as a household fuel and imports grew as stocks of local timber declined, prime wood being wanted for local boat and shipbuilding businesses. Several townspeople therefore invested in or became owners or part-owners of collier trade boats to satisfy the demand. Two members of the Foster family were dual coal merchants and boat owners, purchasing coals from favoured Midland and Northern collieries in Teeside and Durham and transporting them south. The coasters came down the east coast, round Kent and Sussex and along the English Channel, others down the west coast from the Welsh coalfields. The east coast route in particular was long and dangerous, ships threading their way southwards in

the North Sea through mists and sandbanks and unloading their cargo at journey's end must have come as a welcome relief to the crew. It was a precarious livelihood and one of the vessels belonging to William Foster was lost with all hands off the Farne Islands in 1893. In January 1897 the collier *Union* on its way to Sunderland ran aground on the Humberstone Sands; luckily on that occasion all the crew were saved.

On arriving at Emsworth they lay on the hard shingle at low tide and unloaded coal by hand derrick into horse-drawn carts which took it either to the merchants' yards or directly to the town's customers. A receipt gives the cost of coal at 8¾ tons for just 6s. In the early nineteenth century the two chief local coal merchants here were John Gibbs and Anthony Palmer and although coal was transported by sea for many years, eventually it was cheaper to do so by rail.

At this time Emsworth townspeople and visitors were strongly advised to avoid South Street (which was then part-named Saffron Hill and Sea Side) when coal shipments were landed on the quayside at the bottom of the street. The area's notoriety was such that even the beat policemen walked down the street in pairs on Saturday nights, as from early evening onwards there were frequent brawls between the coal hauliers and local fishermen, both equally well known for their drinking capacity. One of the coal hauliers favoured drinking spots in South Street was the Coal Exchange public house which, as the name suggests, was where a great many negotiations between importers, local coal merchants and deliverymen and bargains were struck. The original building had been a private house but was purchased by Messrs. George Gale & Co. Ltd in 1859/60 who commemorated in its name the commerce which had carried on there since 1680. In addition to the Coal Exchange, there were also the Sloop, the Anchor, the Saffron Brewery and the Brewery Tap public houses in the same vicinity near the foreshore, all thriving businesses within one hundred yards of each other, conveniently situated to accommodate thirsty collier boatmen and fishermen.

Where time was not an important consideration an alternative form of passenger transport to carriage by road, and later by rail, was provided by small coastal shipping companies carrying heavier, non-perishable goods.



The *Thorney Island*, a flat-bottomed centreplate collier built in Emsworth in 1871, probably by J. D. Foster, under sail in Portsmouth Harbour. Circa 1894.

The above photograph shows the Camber Town Quay in Portsmouth which became the principal coaling wharf for the town and entire local area, Small vessels such as the *Thorney Island* plied between local ports, including Emsworth, with cargoes of coal and timber.

They were slow and leisurely, but such passenger services never really achieved much popularity along the south coast, although many Emsworth businessmen invested in small, local trading vessels such as the *Era, Juno,* the *Mayflower, Prosperity* and *Richard and Elizabeth.* Typically in 1648 a vessel of Emsworth merchant Daniel Wheeler was valued at £80 but smaller vessels would have cost much less and many local investors subscribed in part shares. These examples of local shipping could easily accommodate passengers if need be. Naturally the town featured as one of their stopping points in Emsworth and Langstone Harbour, offering a connecting service once a month to London, but passenger transport in this way was never of major importance to the town.

Far more important, however, was the town's involvement in fishing, the oyster trade in particular. The warm, sheltered harbours and later the quality control and conservation methods to prevent over-fishing fostered a thriving industry. Crewmen and kinsfolk who sailed and fished together, often for many years, formed sea-going bonds which extended to their lives on land, influencing where they lived. Because of the close-knit proximity of Emsworth's quayside fishing community, there were many inter-related marriages and fishing family dynasties, such as those of Cribb, Kennett, Louch, Miller, Parham, Prior and Smith, all living within a few doors of each other along South Street, Orange Row, Millpond cottages and the seafront. Oyster fishing was one of the largest businesses ever carried on in Emsworth and in 1788 some 7,035 bushels were dredged up with a value of £1,500. In 1817 some 30 fishing vessels were based here, and at its height in 1856 no less than 50 sail were engaged in oyster dredging in Langstone and Chichester harbours, mostly smaller inshore novellers or jerkers. 'Jerkies' as they were known locally, were thought to be a design peculiar to Emsworth. Although oysters were originally considered to be part of a poor man's diet, gradually the *beau monde* came to appreciate them and were much in demand.

It was a rare house or cottage in the southern part of the town which did not have a fisherman or seaman in it, many related to each other. So why did local fishermen choose to earn their living in such a precarious way? Usually because it was a family trade handed down from father to son, boys from the

age of ten or eleven onwards starting early to accompany their fathers, brothers and uncles to the fishing grounds. Early-learnt traditional skills and harbour and seagoing knowledge could not afford to be lightly abandoned. They had to know what fish were expected at differing times of the year and various ways of catching them. Bait and fishing lines had to be adapted according to whether the fish were bottom feeders or swam higher in the water, whether they came in on the tide, or stayed in the harbour. Naturally it was important to know precisely the whereabouts of the shifting mud flats and silting gravel, primarily achieved by day-to-day knowledge and experience and several fishermen supplemented their fishing by acting as harbour pilots, notably the Miller family, who helped navigate and guide other shipping safely through the mudbanks to the town's wharf. Those pilots seeking official recognition of their navigational skills did so by applying for a Trinity House licence. The majority of Admiralty charts of the area naturally concentrated upon the approaches to Portsmouth, but there were some which showed the build-up of silt in Chichester Harbour, enabling Emsworth's coastal trade to surpass that of Dell Quay, Chichester. Ownerships, part-ownerships and shares in fishing boats and tackle were also handed down from father to son.

In Emsworth the family fishing crews were well established and became owners or part owners of vessels; others worked for the town's fishing fleet owners, among whom were J. D. Foster, Richard Tier and John Kennett. Foremost among them was J. D. Foster, eldest surviving son of William, who in 1874 purchased 12 oyster boats from James Cribb, four years later acquiring the whole of Cribb's oyster business and in that same year he bought another three oyster fishing ketches, and between 1885 and 1900 built 11 oyster smacks. In total he also purchased 21 oyster beds from James and William Cribb, John Mayne, Charles Wells, Thomas Lowton and John Prior and in 1895 came to be described as: *A Planter of English and Foreign oyster beds in Emsworth and North and South Hayling*. By 1887 along the Emsworth foreshore there were some 59 oyster pens and ponds, mostly rectangular of various sizes, some now disused, some newly built, all owned by Emsworth oyster merchants who formed the Emsworth Oyster Dredgers Co-operative in the 1870s to protect and improve the industry.

Protection had been necessary because east coast smacks, as well as poaching sorties by the French and Dutch, had tried to strip the harbour lays of spat (the small, immature oysters). Eventually it was established by a Government convention of 1843 that oyster-dredging was to be prohibited between May and August, providing time for the spat to mature for the next oyster season, from 5 September to 12 May each year, a custom still pertaining.

Besides oysters and scallops there were also catches of grey mullet, bass, herrings and gore fish (garfish) caught in the summer season. Flounders, much-prized turbots, sole, dabs and catfish were caught in the winter season and cockles, mussels and winkles could be picked out or dug from the harbour mudflats at low tide between October and January, sometimes by fishermen's wives. Trawling for shrimps went on all year round and crabs and lobsters were trapped in pots moored offshore; outside the harbour there were skate or conger eels and occasionally cod and herring could be found off Hayling Island.

Once catches had been landed the fishermen's wives and children contributed by gutting, cleaning and selling a variety of fresh fish and Crustacea; some would have been involved in mending lines and nets as well as salting and barrelling the fish. The wives and daughters wore 'whiter than white' aprons, and carried fresh fish around the town in scrubbed cloths. Cooks and housewives could purchase catches direct from the quaysides, town shops or from young hawkers going round from door to door. A well-known local Hampshire recipe for cooking cod:

Ingredients:

6 cod steaks, cutlets or 2 lb of cod 'cheeks' (small pieces of cod)
3 oz soft white breadcrumbs
2 oz shredded suet
5 small onions, peeled and finely chopped
1 dessertspoonful of finely chopped parsley
1 teaspoonful of fresh chopped thyme
The finely grated zest of a lemon
Salt and pepper
l½ teaspoon grated nutmeg
2oz butter

Method:

Pre-heat the oven to 180 degrees. Mix the above ingredients together, season, and stir in an egg to make a stiff consistency. Grease a tin with some of the butter and lay the cod in one layer, then cover with the mix, dot with the remaining butter. Bake for 30-45 minutes.

Before refrigeration, essential for the preservation, safe storage and transport of all fresh fish, salt was used. Along the coast from Lymington came regular deliveries by the schooner *Belle*, master James Pope, and from Gloucester by the *Liberty* to Adolphus Miller, owner of the Salt and Soda Stores at the Ropewalk in Emsworth. His trade was principally with fishermen, but local farmers also used salt for curing their hogs, butchers for preserving meat of all kinds and nineteenth-century housewives stored their vegetables in it over winter.

As early as Roman times salt extraction had taken place in Langstone Harbour; concentrations of brine were made during the summer months and then boiled in heavy earthenware pots in the autumn. This simple practice continued through the centuries, iron replacing earthenware and lead pans, and the sea salt produced in this region was renowned as superior to that produced anywhere in Britain. It prospered in the age of wooden sailing vessels with a steady demand for it from Portsmouth dockyard needed to keep sailors' meat wholesome during long voyages, shutting down eventually in the eighteenth century.

As oyster fishing was essentially a winter occupation if the oyster boat owners did not retain fishermen to do maintenance and preservation work on the boats in their offseason many local men either went further along the English Channel such as Shoreham or Newhaven to work on different fishing grounds to catch migratory herring, mackerel and mullet or serve aboard private leisure yachts moored locally. Several of these were berthed at Cowes on the Isle of Wight in the summer and this helped support fishermen's families through lean times, a practice which continued on for many years. There was a tremendous sense of community spirit among the fishing families, support in hard times being given unquestioningly. In cases of dire hardship fishermen's families could, and did, get aid by petitioning Trinity House. They also united together to defend their fishing rights in the harbours against would-be invaders and mud flat development schemes. Unfortunately fishermen were also a prime target for the Impress Service. When, in 1799, Parliament increased the size of the naval requirement to 120,000 men, the number thought necessary to defend the English coast and fight the French, the solution to shore up a severely undermanned navy was by means of the notorious Press Gangs. In close-knit communities such as Emsworth both the men and women closed ranks and did their best to thwart the Press Gang's efforts by hiding men or fighting to engineer their escape once caught. One tale tells of a local fisherman, who had married a strapping gipsy woman, being seized by a gang and taken to their boat at the bottom of King Street. On hearing of it his wife ran down to the quay and begged to be allowed to kiss him goodbye. Leave being granted, she put her arms around him, hoisted him over the side shouting "Run, run", and he scrambled clear away. More harrowing accounts also survive, one written by Mrs. Jane Jewell in *The Emsworth Parish Magazine,* which recounts incidents of their rough justice:

> *My mother could remember when the press gang was in full work and often at night the oaths of the gypsies and the screams of the women could be heard as the men were carried off across the churchyard [at Bosham]. This was the direct route to the naval ship which lay of Bosham in Chichester Harbour.*

When they attempted to seize men from John King's shipyard he immediately had the iron gates shut, threatening to sever the hand of anyone who attempted to open them. His workers were given food whilst he despatched a Mrs. Sengar on horseback to Portsmouth Dockyard to claim an exemption certificate and obtain safe conduct for his employees, which she did, to their great jubilation.

Many of the oyster ponds and pens J. D. Foster acquired were on Emsworth's western shore immediately abutting a former coastguard station and close by a bathing house built by Robert Harfield. The therapeutic properties of sea-water bathing had been made respectable by physicians extolling the apparent good effect they had had on George III when visiting Weymouth in July 1789. So for a short time the Emsworth foreshore became a popular bathing place and when Amelia, Princess of Wales, visited Catherington she came over to Emsworth to 'take the waters', having a specially-made bathing machine built for her in Portsmouth.

It was important in all British harbours, which of course included both Chichester and Portsmouth, to prevent smuggling. This was done by using revenue vessels and by 1750 there were 24 of these patrolling the British coastline, with two stationed at Chichester, with powers to stop and search likely suspects. All boatmen in what was called the Preventive Service (1809), later to become the National Coastguard Service (1822), were required to be between 20 and 35 with a least six years' experience at sea or have served a seven-year apprenticeship as a fisherman. In George III's reign there were nearly two thousand items on which Customs import duty had to be paid. Included on this enormous list were brandy, brocades, cards, coal, coffin nails, dispatches, dried fruit, gin, gloves of silk and leather, hair-powder, pearls, prisoners-of-war, sealing-wax, soap, spies, tobacco and whisky. Especially large profits were to be made on smuggled brandy, tea (with duty at 4s. a lb.), gin and tobacco. Emsworth harbour with its shallows was an ideal place to land such contraband and the town gained a reputation in the area for the ingenious ways it disguised and managed its smuggling activities. Anyone who was curious about the smugglers' affairs was discouraged from prying by the suggestion of ghostly hauntings, one rumour being that Pook Lane was

then called Spook Lane in order to protect a vital inland contraband route travelling northwards from Langstone to Petersfield. Apocryphal tales abounded in Emsworth for many years about smugglers' passages and store places between Tower and South Streets and the Square, some of them plainly spurious. But smuggled goods brought ashore to a mainland site with good communications fetched far better prices than that merely brought ashore and traded in and around Emsworth. It was no accident that a Coastguard's house was situated on the Emsworth sea frontage in an effort to stamp this trade out.

The smugglers' method was to 'sow a crop' (ie sink tubs of spirit at sea) for later collection, bringing them ashore under cover of oyster catches. So why did such a dangerous practice become so well-established? Firstly, many farm labourers, poorly paid at the best of times, had recently been thrown out of work and off the land in the early 1800s. Post-Waterloo servicemen had also been laid off, so smuggling looked very attractive to men of the army and navy, accustomed to being provided with shelter, warmth and food. The Government also worked on the erroneous premise that smuggling would decrease during periods of war, but in fact the reverse was true. At the end of the eighteenth century the price of gold had soared through devaluation and the effects of war. The French government was willing to pay up to £ 1. 10s. for every gold guinea brought over to France from England and English smugglers were said to have taken over between ten and twelve thousand guineas each week! Smugglers seemed never to be inhibited by any feelings of patriotism or conscience and quite happily traded with the enemy, France, who had actively connived at and encouraged the practice in order to finance the purchase of arms for Napoleon, at the same time cheating the English revenue.

Smuggling might be lucrative, but was both hard and dangerous. Tubmen, responsible for unloading the contraband, often had to wade into freezing winter seas and then walk up to ten miles with their booty to an assigned store inland. Despite fluctuations in the profitability of the corn trade the owner of Bedhampton Mill was one who appeared to thrive through thick and thin, but he was never too flagrant as to get caught hiding any contraband tea in the corn sacks coming into and going out of his mill. Right up to the beginning of the nineteenth century smugglers based at Bedhampton continued to defy

customs, still managing to get away with large amounts and despite a large seizure on one occasion of 67 casks of spirits and 17 bales of tobacco – approximately half their total contraband.

Just prior to 1750 a vigorous crusade to root out the smugglers had been waged by the Duke of Richmond of Goodwood House, among others, but failed to quash them completely, even though he cultivated and paid informants generously. Acts of outright terrorism and violent intimidation such as barn-burning, injury and worse were heaped upon the heads of anyone tempted to give any such information, even though they would have been entitled to a half share of the value of the goods seized. Justices of the Peace were also loath to incur the wrath of smugglers and their associates, fearing reprisals as well. Those caught could be hanged, imprisoned, or serve five years on a man-o'-war. Captured smugglers' vessels were later re-used, to become part of the revenue service, whilst others, such as *The Rambler of Jersey*, seized with 141 casks of spirit concealed in a false bottom, were confiscated. The avoidance of excise duty clearly spread across all classes of society, even though, significantly, it was not lost upon the labouring classes that it was they, if anyone, who were finally caught and brought to court. Harper, in *The Portsmouth Road* describes:

> *... the wealthy middle classes, the squires, even members of the peerage ... purchased immense quantities of excisable goods ... The possession of a cellar well stocked with liqueur that had never paid duty was, in fact, a source of genuine pride to the jolly squires ... and, holding their glasses up to the light, pronounced the tipple to be as good stuff as ever came over the Channel on a moonless night; and madam wore her silks, her satins or her lace with the greater satisfaction when she knew them to have been brought over from France secretly, wrapped around some bold fellow's body who would surely never have hesitated to put a bullet through the head of the first Excise Officer who barred his path.*
>
> Charles Harper, *The Portsmouth Road* p. 306, published by Chapman & Hall, 1895

The harbour, however, not only provided legitimate fishing and illegal smuggling livelihoods, it also provided recreational sport, attracting visitors to shoot game, such as mallard, widgeon and teal. Normally this took place along the shoreline, but from early in the nineteenth century onwards the wildfowler and his gun-punt was a common sight in the harbour. These punts were flat-bottomed, enabling the target to be seen by a man lying on his front, steadying the gun before him. Local watermen frequently seized the chance to supplement their earnings as well as their diet by this pursuit, and wildfowling purely for the sport was initially taken up by young upper-class officers keen to try out their shooting ability. The harbour was also used by visitors and local people just enjoying the pleasures of sailing, but dangerous situations could occur very quickly if a squall blew up. On 21 August 1838 Emsworth Rector Herbert Morse, MA, sailing with George Shean, Joseph Smith and 12-year old Alexander Moorhead were all drowned *in the sudden upsetting of a boat in Emsworth Harbour*, the event commemorated by a plaque in St James' Church.

The final note in the fortunes of Emsworth Harbour fishing came about with the application to the Board of Trade by the Warblington Urban District Council to oversee its administration. The constitution of the harbour authority came into being in 1896, defining its limits, practices, tolls and privileges and management. It was not a happy solution, and was foisted upon an unhappy town despite strong opposition being deposited with the Board of Trade. Unfortunately Warblington UDC's inadequate harbour management and administration coupled with a reluctance to spend money on essential sanitation during its first five years led to one of the most infamous incidents in the town's history. The pollution of Emsworth's oyster beds and the wrecking and devastation of one of the town's major sources of livelihood led to the destruction of Emsworth's hard-earned reputation for quality fish. However, despite such laggardly local government administration, the town's economy managed to survive in other sea and harbour-related areas - those of milling and the transport of corn products, boatbuilding, maintenance and repair and rope making.

Chapter Six

Emsworth's Milling, Boatbuilding and Ropemaking

The Mills

The harnessing of tidal and river water power has been a long established practice among many south coast communities. Even at the beginning of the twentieth century there must have been as many as two hundred mills still working in Hampshire, though they were fast dying out. During the nineteenth century Emsworth had no fewer than eight working mills – two water mills, one windmill and two steam sawmills and three tidal. They formed part of an arc of mills stretching round Chichester and Langstone harbours from Hayling in Hampshire (which had a tide mill at Mill Rythe) to Birdham in West Sussex. Although they changed from exporting unmilled grain to flour, unfortunately the water transport of flour risked damage from dampness or seepage, and stone-milled flour did not keep for very long, but matters improved dramatically once roller milling equipment which could produce enormous quantities of flour quickly and the railways arrived. Before the trains arrived early Victorian millers had to organise transport of their flour, bread and biscuits as speedily as possible to customers by road. Most kept small stables.

To cope with the nationwide rising flour demand several local large steam powered roller mills were set up, one of which was the Emsworth Town Mill, built in 1896 after several fires had destroyed others on the same Queen Street site. The siting, building and maintenance of the mill of whatever design depended upon the millwright whose engineering skill and knowledge was obtained by serving a long apprenticeship, commonly as with doctors, as part of a family tradition. The principle on which such mills operated was very simple. The rising tide was admitted through gates into a large pond. As the tide began to fall the gates closed thus impounding the water, which was then let out through mill races to operate water wheels. In a small town such as Emsworth the two large and powerful water mills, the Town (formerly known as Lord's Mill) and Lumley water mills, could easily have provided all the

town's needs. Why, then, were there as many as eight in the community? The answer lies in the demands of bakeries in Portsmouth and London serving growing populations, now easily accessible by rail, as well as the amount needed to supply the 20,000 men now stationed at the Aldershot military encampment. When England was at war demand for flour and flour products soared and the millers of Emsworth were only too pleased to satisfy that demand.

The most northerly of the Emsworth mills was the water mill at Lumley, built in 1760 by Lord Lumley, forming part of his estate at Stansted, and passing through several ownerships as the estate changed hands. One of the most famous owners was Edward Tollervey, an astute and prosperous miller-cum-businessman from Portsmouth, known to have been a war profiteer, who unfortunately over-indulged his schemes of development. He built a large pseudo-Gothic house, outbuildings and stores in which he installed ovens to bake bread and biscuits and also erected pigsties because he had secured contracts with the Admiralty and others to supply them with salt pork, bread, biscuits and flour. The corn was ground, turned into biscuits for the fleet and sent off to Portsmouth dockyard, other local military facilities and the growing number of Portsmouth townspeople. The grist or middlings and spoiled biscuits were then fed to the pigs which were also processed and sent to the dockyard, thus reducing pig foodstuff costs and further increasing his profits. By over-extending himself too rapidly and placing undue reliance on war contracts and purchasing coastal shipping in which to transport his corn he ultimately became bankrupt. The last miller was there until the mill and most of the outbuildings were destroyed by fire on 24 May 1915.

Perhaps the earliest Emsworth mill is that known as the Town Water Mill, situated at the bottom of Queen Street (originally named Mill Lane and Dolphin Hill). Like Lumley Mill, this mill also had several owners and because flour was so combustible, several fires as well. This was certainly so on 21st August 1896, when it was destroyed in a disastrously spectacular fire, leaving only bare walls which were so badly damaged that they too had to be pulled down. It was, however, rebuilt and ran as a functioning mill until 1939.

The sole windmill was a timber smock mill just inside the West Sussex border on a slight rise east of Emsworth in an area known as Gosden (or Gosdown) Green and is commemorated in several local place names nearby. Because milling required quite a large amount of capital to set up, most millers were well-known and respected members of the community, but two had quite an acrimonious relationship. Owners of the Old and New Slipper Mills were at loggerheads with each other for some time, both claiming the other interfered with his own rights to the tidal water power necessary for the running of his mill.

The Quay Tide mill first appeared in the records in the mid-eighteenth century and was a two-storey timber-framed building of brick with a red tiled roof. Built on the town's quayside on the western side of the harbour and powered by water from the 10-acre millpond by enclosing the creek with an embankment in 1760, the pond was so constructed that small vessels could enter at high tide through the single lock gate then moor alongside the wall between the mill and the granary. Although it was a tide mill water also came from the Westbrook, allowing a slightly longer run than if the mill had been powered solely from one source.

There were two steam sawmills. Sharps (sometimes known as Sparkes) Steam sawmill was situated on the shore next to one of the shipbuilding yards and J. D. Foster's Steam sawmill, one of the first in this part of Hampshire, and occupied the site of one of the shipbuilding yards at the side of the Mill Pond. This was a major sawmill which handled large quantities of timber throughout the heyday of Emsworth's wooden boat building period. He also supplied the constant requirement of Portsmouth's naval dockyard for seasoned, sawn wood of all descriptions, lengths and widths until the advent of the iron-clads.

Timber

A steady supply of cut timber from Emsworth was sent to Portsmouth dockyard by road, water and, after 1847, by rail. When, however, army and naval requirements for wood declined the plentiful timber supplies available from neighbouring estates such as Stansted and Goodwood were used in the town's own boat, ship and building industries. Like many similar-sized

communities, the shipbuilders' yards in Emsworth were often one of the single largest employer of labour, situated at the heart of the community and the noise of work – the hammering, clattering, riveting and sawing – must have been a constant reminder of their presence. Associated trades such as sailmakers, block makers, blacksmiths and rope makers would all have been working in the same area. The purpose of such small shipbuilding yards was to construct and service vessels for the owner, achieving their reputation by building new designs and the quality of their repair work, many vessels tending to return to their original yards for maintenance and upkeep. Customers had different needs – small, well-balanced boats were required for fishing, stable when loaded with heavy fish catches; other merchants required vessels capable of transporting cargo some distance quickly and needing quick turn-round times.

Unusually, Emsworth's first shipwrights chose to site their premises not on the harbour foreshore but on the shore of the Westbrook stream. After 1750 when the Westbrook was walled off by an embankment and a tidal millpond created, the then owners selected a more suitable site in Sware Lane (now King Street) on the eastern side of the town. The boatyard, owned by Norris and King, flourished and became the centre of a thriving industry which began in the late eighteenth century and between 1766 and 1789 a total of 19 vessels were launched from this yard. They also supplied Portsmouth dockyard with 'hand furniture' – capstan bars, boathooks, handspikes and hoops – in addition to building and repairing many vessels. Because the Admiralty's requirements took priority over Crown woods timber in order to build His Majesty's ships, Emsworth shipbuilders would have needed to obtain their supplies from other close-by private Hampshire and West Sussex estates, such as Leigh Park, Uppark and, as mentioned before, Stansted. Luckily the nearest of these, Stansted, under the ownerships of Richard Barwell and Lewis Way, decided to clear large amounts of timber on their land in order to create avenue vistas (one designed by Lancelot 'Capability' Brown) and it is highly likely that some of the wood would have been made available to Emsworth boat builders at an easily transportable distance of only 2½ miles. The selection of suitably sound shipbuilding timber was as important as ship construction. Horses, which replaced oxen as the draught animals in the 18th century, were harnessed to

the cart in tandem, the number varying according to the load. The transport of timber supplies from further afield added considerably to the timber's price, twenty miles ordinarily being the maximum haulage. J. D. Foster transported timber by Suffolk Punch drawn wagons to Bridge Road where it was stored for later boatbuilding use. Later, steam traction engines, noisy and belching smoke, but additionally useful for driving saw benches, and road locomotives replaced the horse-drawn carts.

Emsworth's shipbuilding industry flourished, some yards passing from father to son down the generations. Perhaps the most famous was that of J. D. Foster, who started his own oyster and scallop fishing business in 1875 by buying out stock and pens from the Cribbs brothers, before combining that with boatbuilding. One of his early purchases was the cutter *Jack Tar,* also bought from the Cribbs, but unfortunately was wrecked off Selsey. It might have been this setback which spurred J. D. Foster to establish his own yard in the disused malthouse on Hendy's Quay at the bottom of Dolphin Hill (later Queen Street) and build vessels to his own specifications which he did in the mid-1880s. On the upper floor the lines of his ships were laid out and his sailmaker also worked in the loft of the malthouse. He bought timber and set up his own sawmill, becoming ship-builder, ship-owner and timber merchant there. Beginning with the 55-ton ketch *Evolution,* first registered in 1888, and then building a succession of fishing smacks and various-sized cutters, the last vessel he built was the *Echo,* generally reckoned to be one of Foster's finest craft.

The *Terror*, perhaps Emsworth's most advanced design oyster boat and now restored, can be seen during the summer in and around the harbour for pleasure trips.

Rope Making and Associated Trades

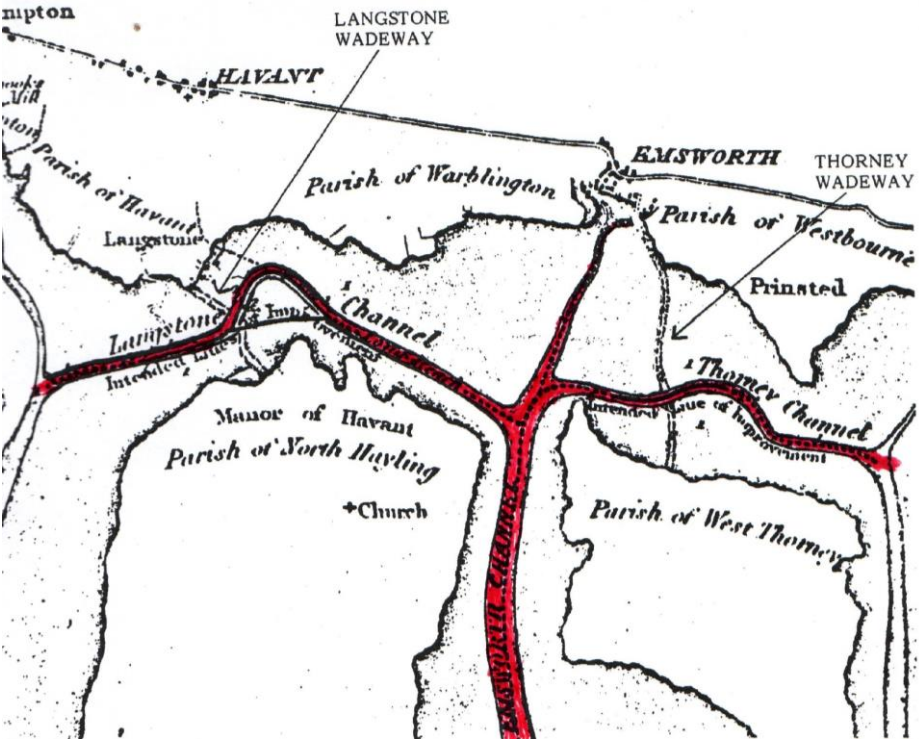
Among the trades associated with ship-building was that of rope-making and a small town like Emsworth was unusual in having two ropewalks. They were established more commonly in larger boatyards and Admiralty dockyards, such as those at Portsmouth and Chatham. The earliest one in Emsworth was owned by Christopher Richard, who died in 1719 and it later passed through the hands of several local rope and sailmakers for almost one hundred and fifty years. A ropewalk enabled a length of coir rope to be twisted by means of jacks and pulleys into various widths, the one at Hermitage being some 200 yards long and capable of producing a cable of 120 fathoms up to 15 inches in circumference. But the need for rope supplies naturally dwindled once steam-power had overtaken that of sail.

Other trades associated with boatbuilding were that of spinning, weaving and sail-making. John Lewis and Sons built a factory for these which stretched the whole of Stanley Road from the foreshore to King Street on the site of the

ropewalk founded by James Tatchell (1790-1875), later passing it on to his son Albert George Tatchell (1840-1915). Like ropemaking, sailmaking's importance waned with the advent of steam and spinning and weaving became uneconomic, making its manufacturers diversify. On early maps the John Lewis building is shown as a sacking manufactory, supplying ropes, tents, tarpaulins, hop-pockets and anchor and mooring ropes for boatbuilding concerns as well as agricultural requirements such as rick sheets and binder twine for farmers.

Chapter Seven

The London to Portsmouth Canal



Early map showing the intended lines of the Portsmouth to Arundel canal. *Portsmouth's Lost Canal,* Ted Cuthbert, Environmental Education Project, Portsmouth

What benefits could Emsworth's transport merchants in the 19th century hope to gain by the provision of a canal passing through the harbour? Certainly additional trade opportunities, safer passage for heavy goods to London, perhaps new contacts because of its passage through Sussex and Surrey and possibly further development of the town's quayside. Some of these aspirations were realised, but most were not, due to underestimated costs, poor canal construction, mismanaged freight pricing – especially between

several different navigational authorities – and the difficulty of advertising and promoting a new transport system.

It was unsurprising, given the great success in the late 18th century of James Brindley's canal which linked the Duke of Bridgewater's estate with Manchester for the transport of coal, that the advantages of a through heavy cargo-carrying connection between Portsmouth and London were seized upon again just after the end of the Napoleonic wars. Parts of it were already functioning; the extension of the Wey navigation from Guildford to Godalming had been completed in 1763, and the American War of Independence gave a considerable boost to Godalming's trade, due to the transport of Government stores and ammunition from London to Portsmouth's naval base. Carriers reported to the Board of Ordnance in 1780 that they had barges ready to transport stores from the capital to Portsmouth in eight days at £3 a ton, despite the problems of transfer from canal to land for the remainder of the passage between Godalming and the port. After the war ended, however, that trade dwindled. Improvements to British inland navigation routes had appeared as early as the second half of the 16th century. Attention had first been directed to improving the navigability of the principal rivers by dredging, reinforcement of the banks, elimination of meanders and the construction of sluices and staunches to control water levels. But custom-built canals were a far more satisfactory solution to directly link heavy goods manufacturers with markets. It was mainly due to the drive and determination of two men that the Portsmouth-London scheme ultimately came to fruition: John Rennie, the great civil engineer, and George O'Brien Wyndham, 3rd Earl of Egremont of Petworth House, West Sussex. Both could see the potential and advantages of just such a canal in the south.

By the beginning of the nineteenth century Rennie had already drawn up plans for several possible routes, designed to embrace rivers, cut through wadeways and dredge a path through or round the south coast's islands. In its entirety it was to have two substantial basins at Southgate, Chichester and Halfway Houses, Portsmouth, six locks, 17 bridges and the abutments for 21 iron swivel bridges as well as 22 culverts.

Originally, this was designed to connect Rotherhithe, via the river Wey, a cut between the Wey and the river Arun, the river Arun for 1¼ miles and a canal running parallel to and alongside the south coast to Flathouse Quay in Portsmouth, 'just above his Majesty's Dockyard' – a total of 116 miles. However, this scheme was later revised in 1810, importantly for Emsworth, by using channels 13 miles in length through Thorney Island wadeway and passing north of Hayling Island. Strong support came initially because it was thought that a prosperous trade would ensue between Arundel and Chichester consisting of corn, grain and probably livestock, timber, coals, bricks, stone, chalk and manure. Opposition came from doubts about its forecasted costing and the military priority given in Portsmouth to its naval base.

Delays resulted which proved fatal for the canal's success, although the Naval Commissioner had now been satisfied as to the advantages of making Langstone Harbour the principal commercial port, lessening many of the problems of mixing merchant shipping and naval vessels in Portsmouth. Construction costs rose despite much of the manpower being provided from Lord Egremont's estate workers. Navigators achieved their aim of deepening the wadeways at both Thorney and Langstone, and dug out and lined almost three miles of canal there with no mechanical excavation equipment whatsoever. Another 2½ miles also had to be dug from Milton to Halfway Houses in Portsmouth. It was believed that large and heavy goods such as quarried Portland stone and mined Cornish tin and Welsh coal would use the canal and it was estimated that some 80,000 tons of such cargo could now be transported more cheaply annually. Lord Egremont drafted the share prospectus himself, stressing that the London-Portsmouth canal trade would avoid possible encounters with French privateers, the hazards of the North Foreland Passage and the risk of shipwreck on the Goodwin Sands. As with so many similar schemes, however, estimated benefits and revenues were exaggerated and costs underestimated. The prospect of 52 locks, low bridges and a tunnel with additional transhipping, the difficulty of negotiating barges along the twisting harbour channels at ebb tides in rough weather, coupled with the possibilities of ice, fog in the Thames, floods or drought, and the even greater risk of pilferage was not inviting enough to investors.

The result was that the scheme took a long time to get off the ground, constructional problems which occurred during the canal's building were not remedied and it was ill-maintained. The resident engineer was sacked, the contractors maintained that the proprietors had not paid them for work done and Portsmouth residents complained bitterly shortly after the canal's opening that their drinking water supplies were contaminated by salt water which had to be pumped into the canal which leaked.

Despite all this, the canal opened with a flourish on 23 May 1823. A processional retinue of barges, headed by the 63-year-old Lord Egremont, went along the route, culminating in a traditional festive supper. Local newspapers gave full accounts of the opening, with many advertisements for possible trade:

> *LONDON AND PORTSMOUTH INLAND NAVIGATION Arundel Lighter Company respectfully inform their friends and the Public in general That their Barges have commended carrying GOODS to and from LONDON, CHICHESTER, PORTSMOUTH and ports adjacent And will continue to load every Wednesday and Thursday The Freightage to be paid for on delivery.*
>
> *HT&SC, 1234,* 2 June 1823

Traffic started reasonably well, with good loads of coal and groceries, and in smaller quantities porter and pottery regularly travelled down from Upper and Lower Thames Streets in London to Halfway Houses in Portsmouth, but with very high toll rates, necessary to try and recoup some of the canal's building costs. Unfortunately, throughout the navigation's short life return loads proved very hard to come by with the exception of bullion cargo. Other, irregular loads up to London included timber, furniture, soldiers' baggage and Indian cotton. It never paid a dividend even though, despite problems, there was now direct access into Portsmouth Harbour. Perhaps it was the death of Lord Egremont in 1837, the canal's most dynamic supporter, which dealt the final blow. It closed in 1838, losing Emsworth a valuable connection right into the heart of the town for its heavy imported goods of coal and exports such as milled corn, making merchants falling back upon their original coastal traffic

transport once more until the railway bridged the gap in 1847. Once that arrived in Emsworth the canal soon became a memory.

Queenhithe Wharf,

Queenhithe, Upper Thames Street.

CANAL BARGES

Load every WEDNESDAY & SATURDAY for

Arundel, Chichester, Worthing,

Angmering	Guildford	Little Hampton	Pulboro'
Bognor	Havant	Midhurst	Steyning
Emsworth	Hayling Island	Petworth	Yapton

and all adjacent and intermediate Places.

ALSO, **REGULAR BARGES** TO

Abingdon	Bristol	Henley	Newbury	Wallingford
Bath	Devizes	Marlow	Reading	*And all Parts of the*

WEST OF ENGLAND.

MAIDSTONE BARGES *load every Wednesday & Saturday.*

The Wharfingers and Proprietors of these Barges not accountable for any Damage by Fire or Water; for River Piracy of small Parcels, above the Value of Five Pounds, unless paid for accordingly; nor for Packages improperly packed, directed, marked, or described; or Leakage arising from bad Casks or Cooperage.

Randells, Howell & Randell, *Wharfingers, &c.*

It is particularly requested, that the Gross Weight of all heavy Goods be specified in the Carman's Note.

Wharfage. Received by

Please to send the Wharfage with your Goods.

183

An 1831 wharfage receipt for barge consignments from Queenhithe Wharf.

Chapter Eight

The Impact of the Railway on Emsworth

Railway building in Great Britain began by linking up London with major industrial centres, mills and mines with the largest ports. By the mid-nineteenth century, however, the southern region and its coastal towns and cities had come to appreciate just how useful it would be if they, too, had access to this system. It was a system which aimed to shift bulk supplies of low value density – like the canals – but far more quickly and reliably. It also wanted to provide travel for people and to carry specialised freights such as mail, samples of goods, fresh foodstuffs, troops and gold. The railway known as the London, Brighton and South Coast Railway (LB&SCR) in particular was to have an enormous effect upon Emsworth, linking as it did London, Brighton, Chichester, and Portsmouth with the town.

There were, however, quite a few teething problems which the various regions had to sort out before an efficient national railway system could come into being. Firstly the original rails were made of wood, and either too brittle or liable to rot, which wore out very quickly and were unable to support heavy freight. Then there were differing track widths which took until 1892 before the standard gauge of 4ft. 8½in. was decided upon. It also required engines and waggons to be built, reliable track to be laid, stations, wharves, goods sheds and yards and sidings organised, taking into account new industrial centres which were now springing up all over Britain. It was also necessary to standardise accurate railway timing, replacing the varying regional times; Portsmouth was one of the last places to do so. Perhaps most importantly, if the railways were to attract and keep high passenger numbers their needs, too, had to be considered. All this resulted in 1825 in laying just 27 miles of railway track, but by 1850 had reached 6,084 miles, despite opposition from some of the landed gentry who feared that that their beautiful parklands would be spoilt and scarred by dirty, noisy engines frightening their sheep and cattle. Any possible contamination of the gentry by hearing or actually seeing the *hoi polloi* was to be avoided by the upper classes at all costs. Eventually the LB&SCR the London & South Western Railways (L&SWR) agreed to have

joint access to Portsmouth, one from the east via Havant and Chichester and the other from the west via Bishopstoke (Eastleigh) and Cosham. When the Portsmouth traders and people later wanted a shorter, direct route to London this led to the problems which are described further on.

Once travellers had braved their first journeys the popularity of railway transport grew, although a Dr Rankin of Carluke suggested in *The Lancet* (Vol. I, 1 June 1844) that short train journeys might cause abortions and even as late as 1876 a local coroner decided that a lady's cause of death from 'shock to the system' had been caused by an express train rushing through Emsworth station. Passenger traffic grew, however, and in 1843 there were 24 million journeys by rail and only five years later some 64 million.

To gain access to Emsworth the LB&SCR was required to ask for permission to cross North Street, a parish road, and this was granted by the Warblington with Emsworth Vestry subject to the station being built on the west side of the street "with accommodation and appearance equal to that at Fareham at least and that all passenger trains, other than expresses, should stop there". This was perhaps unrealistic thinking by the Vestry given that Fareham station was owned and built by the L&SWR, not the LB&SCR, but suggests it wanted the best station it could get and accepted the one up, one down platforms actually provided. Advertisements then appeared in the local newspaper on 20 February 1847 inserted by the LB&SCR asking for tenders for Emsworth and Havant stations, warehouses and platforms to be submitted to its directors by 1 March 1847. Contracts must have been very swiftly entered into for incredibly both stations were opened on 15 March 1847, *just over three weeks from the date of the original advertisement.* In order to meet the company's deadline Emsworth's first station was made of wood, supported by poles sunk into the embankment. Later a more robust brick structure was built with two platforms and small booking hall and an adjacent signal box, placed on the west side of North Street, a large animal yard and sheds and a coal storage depot with its own sidings. In appearance it was small, sturdy and functional rather than imposing, balancing serving its passenger population and agricultural, coal importation and timber and fishery transport requirements. Later a W. H. Smith book and newspaper stall was opened on the down platform for

travellers to Havant and Portsmouth. Local pride in the station was commemorated by building two public houses close by, the Railway Tavern and the Locomotive (both 1851) and later in 1891 the Railway Inn.

Emsworth people both wanted and feared the railway building. The gangs of navvies ('excavators', 'trenchers' and 'runners'), together with masons, platelayers, carpenters, fitters, blacksmiths and enginemen had acquired a fearsome reputation for hard drinking, rowdiness and disruption to the areas surrounding the line building but they were also known for their hard work, traditionally fortified by a weekly ration of 15lb. of beefsteak and a daily gallon of beer or porter. All the contractors employed both local men and those who travelled from job to job; it was hard work done mostly by means of picks, shovels, wheelbarrows and gunpowder. The blasting, cutting, tunnelling and banking, tackling shale, loan, clay and rock were done by the navvies, leaving the truck-filling and menial jobs to boys and locally recruited casual labourers. Their presence in Emsworth must have had an enormous impact on its inns and hostelries, shops and boarding houses. Good for trade perhaps but deeply unsettling for the community to have so many rough and ready workmen thrust into its midst, even if the disturbance was only temporary. Some twenty years after the station opened two adjoining cottages were built, one for the stationmaster's family, the other for one of his staff, neat and compact, and designed to accommodate the staff and traffic the LB&SCR envisaged appropriate to Emsworth, although compared with towns of similar size the provision of just two staff cottages seems small. Emsworth staff not housed or lodging in either of these two cottages often lived close by in North Street or Station (later Victoria) Road.

In order to gain access to the town an embankment had been built up to cross over the Ems in Brook Meadow, passing over North Street which then had to be lowered some 7ft. to allow the passage beneath of high carriages or waggon-transported hayricks, before entering the station, making the height between the road and bridge some 11ft. 6in. The work also included the building of no less than four more bridges, one of which was supported by large, semi-circular iron hoops, going over smaller parish roadways and paths and one large and one small culvert under the embankment to carry the Ems.

Underside of the railway bridge at Brook Meadow.

The bridges are a tribute to Victorian engineering as they are still serving their function after over 170 years and many thousands of trains safely passing over them.The original local LB&SCR stations were at Bosham, then Emsworth 4 miles 9 chains further on, followed by Havant, all three built as simple side-platform stations with a signal box, short-distance sidings and small yards, ceremoniously opened on the same day – 15 March 1847. Of the three, Bosham's station buildings in appearance were perhaps the most imposing, but unfortunately that proved to attract the least traffic.

Shortly prior to the line's opening Captain Coddington, the government inspector, went to Chichester *for the purpose of inspecting that portion of the Portsmouth Extension which is completed to Havant and expected to be immediately opened for traffic*. Nearly three hundred people took tickets at Havant Station on the day of opening, some travelling from Portsmouth to do so, and nearly one hundred at Emsworth. Unfortunately, shortly after opening Bosham station was found not to be covering working expenses and was closed after 1 November 1847 for a short period. The original establishment at

Havant consisted of a station master, a clerk and two porters and that at Emsworth a booking clerk and two porters only. Mr Filchew, who had been in service with the LB&SCR for some time, was the clerk at Havant, and Frederick Bluett, a former Royal Marine, having had some training at Chichester, where the station had opened the previous year, was the first clerk appointed to Emsworth station.

So what attracted men to want to work on the railways? First and foremost was the prospect of relative security – working on any railway was regarded as a job for life, with a pension in retirement. Company housing, concessionary travel for themselves and their families, a liveried uniform which denoted their rank and cheap coal were additional 'perks'. Applications to join the LB&SCR by sons or other close relatives were given priority, and a large number of trade apprenticeships given, specific grades requiring the ability to read and write. In most small stations such as Emsworth staff tended and swept clean their platforms; in larger city stations like Chichester stationmasters wore top hats and 'received' important passengers; guards and railway police looked after passengers *en route*, and overall railway safety of the line was in the hands of the signalmen.

Emsworth people soon began to enjoy train travel and made good use of railway excursions, begun by Thomas Cook for a temperance expedition to Loughborough on the Midland Railway in 1841. Timetables were issued regularly and services were well advertised, being added to or changed, sometimes according to the season as its customers demanded.

By July 1895 some 160 St James' Sunday School children had their annual outing by travelling to Arundel and the Natural History Society and Men's Bible Class went to London in June 1899. Typical annual events were Whitsuntide trains to London and Brighton, summer trains to regattas and flower shows, Goodwood Races, and Christmas outings to London pantomimes. Excursion trains were also put on for special events such as the Great Exhibition in 1851, the opening of the Crystal Palace, Queen Victoria's Review of the Fleet at Spithead, the celebrations in London for her Diamond Jubilee and for her funeral in 1901. Because of the railways ordinary people

could now enjoy a day at the seaside, formerly only attainable by the better-off and the 'tripper' was born. Tourism to the South Coast resorts thrived.

There were of course, occasional accidents and one very bad collision occurred in 1861 on the LB&SCR line five miles from Brighton, claiming 23 lives and another occurred twenty years later between Nutbourne and Southbourne, just approaching Emsworth, again with fatalities. On 8 June 1896 the signalman and gatekeeper at Havant was killed whilst manning the crossing gates. While no railway fatalities occurred at Emsworth, on 25 July 1860 the stationmaster, Mr Mark Wenham, saved the lives of a Miss Bolmaison and a youth, Thomas Byerley. A long mail train was coming through from Portsmouth and a special from Goodwood Races approaching in the opposite direction, the noise of the first masking the arrival of the second. Mr.Wenham bodily threw Byerley out of danger and then picked up Miss Bolmaison in his arms and leapt to safety with her. For this act of bravery the townspeople raised a subscription and later presented him with money and a silver snuff box (*West Sussex Gazette*, 2 August, 1860). Almost forty years later a lady from Westbourne tried to commit suicide at Emsworth by throwing herself under an oncoming train, doing so *in front of her husband*, but was saved by one of the station's porters, Mr Horace Harris (CP&H&EG, 6 August 1898). In 1870 lightning caused a fire which burnt down Emsworth station, but without injury to staff, and it was speedily rebuilt and luckily did not damage the two adjoining staff cottages. Towards the end of the nineteenth century Emsworth people pressed the LB&SCR for improved provision, thinking that the original station had now been outgrown. In 1897 an entrance to the subway on the north side of the station was made, allowing safer access to Platform 1 whilst the old lamp house and other buildings on the down platform were removed, thereby making space for a waiting room. Proposed enlargements, plans for a new station and a survey of the platforms (drawing No. 993) were submitted shortly after. Constant improvements also took place on the trains themselves, both in terms of comfort and safety.

So although people in Emsworth appeared reasonably satisfied with their railway provision, the traders and townspeople of Portsmouth were not. Because the Portsmouth terminus had been built on the outside of the Inner

Defences it was to be nearly thirty years before those responsible for naval dockyard security could come to accept a much-wanted extension right through to the harbour, linking rail passengers by ferry across the Solent to the Isle of Wight. Portsmouth people wishing to go to London had to make do with a choice of travelling via Eastleigh on the L&SWR or via the LB&SCR to get there, both about 95 miles; they wanted a direct route to the capital. Eventually, at their behest, a Direct Line began to be built in 1853 by Thomas Brassey, the great railway contractor, via Woking, Guildford, Petersfield and Havant, with the hope that either the L&SWR or the LB&SCR would later take it on. The L&SWR did so in 1858, despite opposition from the LB&SCR because the Direct Line would have to use their stretch of railway line between Havant and Portcreek in order to gain access to Portsmouth. The L&SWR went ahead anyway, advertising the opening of the Direct Line as 1 January 1859 for goods traffic, just three days earlier airily telling the LB&SCR of its intentions. Cocking a snook at the L&SWR, the LB&SCR struck first, by taking up the junction points at Havant during the night of 27/28 December. For good measure it brought up an old Bury engine and placed it on the up line, blocking any L&SWR traffic. Rolling up his sleeve for a fight, the L&SWR's traffic manager, Archibald Scott, also made plans. His goods train, with two engines hauling open wagons full of labourers, platelayers and railway police was run 3 hours early. So about 80 men in total arrived at the junction at 7am, only to find they could get no further.

The Brighton officials were also reinforced by their own men and when one gang met the other at Havant, there was a lot of jeering, jostling and barracking, the L&SWR officials threatening to take the Brighton switchman into custody unless he restored the missing points. He refused. Next the invaders were sent to hustle the LB&SCR men from their footplate and move the engine into a siding. By now there were several hundred men itching for fisticuffs, watched by a gathering crowd. Havant junction was blocked by the L&SWR goods, and this, together with the missing points, prevented all normal trains from getting past. Still determined to press his right of passage, Scott now ordered the L&SWR train forward over the up line to the station, where it could cross over to the down, but his opposite

number on the LB&SCR side had seen this coming and took up yet another section of rail to the west of the station crossing. By now much of the morning had passed and the civil police arrived to try and calm things down. Eventually there was no alternative but for the L&SWR trial train to retreat. It did so amidst cheering from the LB&SCR supporters, who went home with their engine draped with jubilant flags to celebrate, and the 'battle' never actually materialised.

Later that year both the LB&SCR and the L&SWR companies resorted to court hearings, following by a period during which proposals by each side came to nothing, both railways competing in a foolhardy manner for business by promoting rock-bottom fares at ridiculously low levels. Such fierce competition improved neither company's financial situation and it was not until 6 August 1859 that the directors of both companies could eventually come to terms together with the absorption two years later of the financially troubled Direct Portsmouth line by the L&SWR (22-23 Vice. 31 1859).

So what other benefits besides excursions did Emsworth people enjoy now that the railway had arrived? Local access to such places as south Hayling, via Havant on what was known as the 'Hayling Billy' line, became popular as were visits to Southsea, the Wymering racecourse at Portsdown Park, and the Isle of Wight, popularised by the royal family's visits, and were now all easily accessible. Entertainments in theatres, music and concert halls could now be travelled to in Havant, Portsmouth and even Southampton and London. Season tickets, originally to first-class passengers only, began to be issued. As a result of the national timekeeping which had come into being because of the railways, great efforts were made to run trains punctually. And indeed customarily they did run to time; it was such an unusual occurrence when they did not that it was even thought worthy of note in the local newspaper:

The passenger train due to arrive at Emsworth on Wednesday morning at 8.37am did not arrive until 8.45am. The delay was caused in consequence of the burning of one of the engine's steam tubes just after leaving Chichester station. Another engine was quickly procured at Emsworth and the train and its human freight were enabled to get clean away to Portsmouth after a wait of three-quarters of an hour. The 9.20am due at Emsworth was delayed about fifteen minutes.

CP&H&EG, 12 October 1895

Local farmers benefited from the speedy delivery of fertilisers and the safe arrival of livestock and heavy agricultural machinery, whilst their farm produce was despatched more efficiently. Emsworth fishermen working the Channel fishing grounds using Newhaven or Littlehampton as bases were able to get home more quickly, catches arrived fresh at Billingsgate market. Because coal traders now did not have to come down the east coast or from Wales by sea, both hazardous routes, the price of domestic coal fell by almost a third. Newspapers and letters from the capital arrived punctually in less than a day and any remaining vestiges of Emsworth's insularity was breached. After the arrival of the railways Emsworth, and England, was never the same again.

Private and not for Publication. SUPPLEMENT to SPECIAL NOTICE No. 5.

LONDON AND SOUTH WESTERN RAILWAY
AND
LONDON BRIGHTON AND SOUTH COAST RAILWAY

Station Masters and Heads of Departments must ensure that a copy of this notice is handed to every person who may be in any way engaged in connection with the working of the Train including Signalmen, Crossing Keepers, Flagmen and Fogmen, who must read it carefully and strictly get up to and obey the instructions contained therein. No want of knowledge of these instructions can be accepted as an excuse for any failure or neglect of duty.

TO THE OFFICERS AND SERVANTS OF THIS AND OTHER COMPANIES CONCERNED

FUNERAL TRAIN CONVEYING THE

BODY OF HER LATE MAJESTY QUEEN VICTORIA

Accompanied by the Chief Mourner

H.M. KING EDWARD VII

AND

H.I.M. THE GERMAN EMPEROR

AND OTHER ROYAL PRINCES

On SATURDAY, FEBRUARY 2nd, 1901

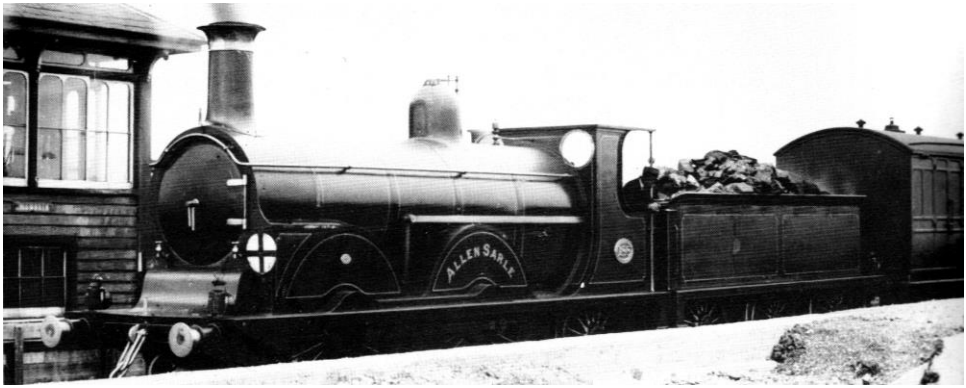
FROM GOSPORT (S.W.R.) TO VICTORIA *(via Fareham, Cosham, Havant, Ford Junction, Horsham, Dorking and Mitcham Junction):–*

TIME TABLE

	Pilot	Royal Train
Up Journey	A.M.	A.M.
Gosport (Clarence Yard, S.W.R)	**8.35**	**8.45**
Emsworth	9.08	9.18
Victoria	**10.50**	**11.00**

The Royal train will consist of eight vehicles.
On leaving Fareham, the Vehicles forming the Royal Train will run in the following order, viz.: Brake Van, Saloon, Funeral Car, Royal Saloon, Saloon, Bogie First, Bogie First and Brake Van.
The Pilot Engine and Engine of the Royal Train will carry the following Head Signals.
Clear Weather:– Three White Boards with a double diamond painted on them, one on top of the Smoke Box and one on each end of the Buffer Beam.
Foggy Weather:– Four Lights. A Green light on top of the Smoke Box, a Green Light on the centre of the Buffer Beam, and a White Light on each end of the Buffer Beam.

South Western Company's Engines and Guards will work the above services to Fareham. Brighton Company's Engines and Guards will work forward from Fareham (S.W.R.) to Victoria, the Pilot and Royal Train being in charge of the South Western Company's Pilotmen from Fareham (S.W.R.) to Farlington Junction.



One of the early most commonly used engines of the LB&SCR were the Stroudley 0-4-2 B1 class engines which were called ‘Gladstones’ after the first of their type. They were frequent visitors through Emsworth hauling express Brighton to Portsmouth passenger trains. ‘Gladstone’ No. 175 was named *Hayling*. This engine was named after Sir Allen Sarle, a director of the LB&SCR. *Alf Harris*

Emsworth platform underwent reconstruction and the signal box was later replaced with that shown above. It had a worthy sign board, unlike the chipped enamel sign insult borne by its predecessor. A ground frame cabin was also provided. This still exists in a nearby lineside garden.

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

PORTSMOUTH BRANCH.

OPENING TO HAVANT.

On and after Monday, the 15th of MARCH 1847, TRAINS are appointed to leave under, viz:-

HAVANT	EMSWORTH	BOSHAM	CHICHESTER	BRIGHTON	ARRIVING AT LONDON
6 30 A.M.	6 36 A.M.	6 45 A.M.	7 0 A.M.	8 45 A.M.	10 15 A.M. Express
				9 0	11 30 1st, 2nd & 3rd Class.
7 40	7 46	7 55	8 10	10 0	12 0 1st & 2nd ditto.
9 20	9 26		9 50	11 30	1 30 P.M.
11 35	11 41	11 50	12 5 P.M.	2 0 P.M.	4 0
				2 30	5 0 1st, 2nd & 3rd ditto.
1 30 P.M.	1 36 P.M.		2 0	3 30	5 30 1st & 2nd ditto.
4 5	4 11	4 20 P.M.	4 35	6 30	9 0 1st, 2nd & Parliamentary
6 30	6 36	6 45	7 0	Arriving at 8 20	

BY ORDER. **T. J. RUCKTON.** SECRETARY.

FARES	1st	2nd	3rd	Parly.	
	s. d.	s. d.	s. d.	s. d.	
London to Emsworth	15 6	13 0	……		Express from London to Brighton
	13 0	9 6	6 6	6 6	
London to Havant	16 0	13 6	……		Express from London to Brighton
	13 6	9 6	6 8	6 8	
Brighton to Emsworth	7 0	5 3	3 6	3 0	
Brighton to Havant	7 6	5 9	3 8	3 2	

Timetable and fares for the first day of operation of the line; 15 March 1857.

Note that the 4 11 P.M. train from Emsworth was a Parliamentary. This was a train running under the conditions of the Railway Regulation Act, which took effect on 1 November 1844. It compelled: *The provision of at least one train a day each way at a speed of not less than 12 miles an hour including stops, which were to be made at all stations, and of carriages protected from the weather and provided with seats; for all which luxuries not more than a penny a mile might be charged.*

The L B & S C R Royal Train which would on a number of occasions passed through Emsworth. It is headed by a Billinton B4 4-4-0 engine. The location of this photograph is not known.

Emsworth station circa 1910. A Robert Billinton B2 4-4-0 tender engine is about to cross the bridge with a Brighton bound train. The goods yard would have been a hive of activity bringing and taking all manner of commodities to and from the town.

Over the years the station has been spruced up and repainted many times, and now, with the addition of ticket machines and ramps allowing wheelchair access on both sides, together with a rest room and buffet available on Platform 2, it still provides a useful and convenient travelling alternative east and west for many Emsworth people.

Afterwards

During the late nineteenth and eighteenth centuries Emsworth reflected in microcosm developments taking place nationally in the British transport systems. It was fitting that when Queen Victoria died her funeral procession starting from Osborne House on the Isle of Wight on 2 February 1901 crossed the Solent to a salute from German warships, going via Gosport and Cosham by L&SWR train and thence to London Victoria by LB&SCR, both rail companies working in an overt spirit of co-operation, as compared with their differences which had erupted earlier in 1859. It was a dismal day, pouring with rain, and the Queen's entourage with many exalted personages aboard, arrived two minutes' early at Victoria station, much to Edward VII's great satisfaction. Strict observation to national timekeeping was one of the major principles on which the national railway system, by then sixty years old, worked, replacing the earlier horse-drawn Post Office mail system of adherence to regional timing. Her cortège passing through the streets of London provided an echo of the similar final progress of her late Emsworth subjects on the way to their own parish church, where their last journeys were also observed with some dignity, customarily showing the town's respect for esteemed or well-known residents. Queen Victoria's reign had seen railways develop from their beginning as colliery waggons into a passenger and freight rail network, taking over from weather-delayed canals and the establishment of a road transport system which now provided reliably timed commercial and personal access throughout her kingdom.

Emsworth originally owed much of its road transport success and development to an inherited cross-county system extant since Roman times. Between 1750 and 1901 the town embraced changes in the physical improvement of its roads and miscellaneous traffic upon them – the Post Office system, communications and passenger and freight services – and its inns, several with long-established reputations, provided welcoming hospitality both to townspeople and visitors. Over time there were some 30 inns and beershops in the town. Horse-drawn carriage transport of all kinds improved with better designed springing and materials and local craftsmen

built and catered to a wide range of leisure and business requirements. As a result of improvements in road building transport of the town's agricultural, milling and seaborne produce could now easily encompass an increasingly wider radius more quickly to important markets. Opportunely for agricultural labourers and their radical supporters caught up in the 'Swing Riots' of the 1830s these better roads also enabled them to spread their rabble-rousing message quickly across the southern region, and Emsworth was caught up in their crusade. The juggernauts on the constantly busy A27 now by-pass the town, much to the relief of shoppers who appreciate the slower pace and peace of fume-free visits.

The town's concerns relating to fire hazards, especially prevalent where any flour milling occurred and steam engines introduced, were dealt with by encouragement, support and pride in its fire service. From a casual, untrained crew often dependent for assistance on bystanders the brigade gained in professionalism during the last half of the nineteenth century, during which time the town's fire engine was changed from a horse-drawn one with a manually-cranked lever to a much-prized efficient Shand Mason steam model. Emsworth's fire fighters continue to be held in high esteem.

Constant innovations in the development of bicycles took them out of their original orbit of leisure toys for affluent young men, transforming the improved machines into useful individual working tools. Adolescents now had opportunities to get to apprenticeships further afield and bicycle police patrols, post office rural and telegraphic services, home-visiting nurses and local shop deliveries all had the facility to go further more quickly. With improvements in their safety, easier pedal-power and specially designed clothing bicycles gave new-found opportunities for individual leisure to men, women and families. Several local bicycling clubs were established, welcomed by inns and teashops alike, all supported by the town's adaptable small engineering businesses and sales and repair shops.

Advantageously placed on south-facing fishing grounds with easy Channel access, the solidarity embodied in sea-going family and fishing boat crews made Emsworth fishermen a force to be reckoned with, generations handing

down their harbour navigational skills and fishing practices from father to son. Their jealous conservation of the harbour's good quality fishing grounds constantly fought off many poaching encroachments from East Coast and continental predators and local manorial lords' plans to threaten their livelihood. Sadly Emsworth's fishing industry has now declined. Their ability to adapt was also a hallmark of Emsworth boat builders. With the transition of the Navy's requirements from wooden-hulled to iron-clad shipping the town's craftsmen who had formerly supplied Portsmouth dockyard with blocks, pulleys, wedges and other ancillary wooden boatbuilding articles, adapted to changed circumstances and turned their attention to the design, building, repair and maintenance of smaller coastal trading and fishing vessels and leisure craft. It still continues to preserve these skills.

As with the road system, the fact that the town had been long established at the head of an exceptionally good navigational channel enabled it to develop its coastal traffic, particularly in coal, more fully and outstrip other harbourside towns, taking advantage, although short-lived, of what the canal could offer. It was no fault of Emsworth that the canal failed; delays, poor supervision over its construction especially at the Portsmouth terminus and the canal's multiple ownership imposing unrealistically high tariffs, coupled with uncertain weather conditions conspired against any long-lived continuity.

When, in 1847 the LB&SCR came to Emsworth the town took full advantage of the many communication opportunities which were now offered. The chance to travel more quickly further afield fostered a desire to do so and visits to London quickly dispelled any isolationism remaining in the town. Information as to what was happening in the capital and abroad came in the prompt delivery of newspapers and other literature which poured through the system. Fresh produce despatched via the railway arrived more quickly, and once the railways overcame their initial reluctance to transport fish, it allowed Emsworth's fishermen to obtain best London prices. Unfortunately the railway came too late to promote Emsworth's wish to become a resort like Brighton and promote its purported health-giving sea-bathing facilities but the town's station still provides a useful and convenient link both east and west.

All these transport developments changed Emsworth from a small town centred on its harbourside trade and semi-circled by farms into a larger, diverse community providing a motley collection of shops, inns, private houses, workshops, mills, breweries and boatyards. It now catered to a number of professional, service and middle-class families and their servants. So why shop elsewhere when goods could be bought or custom-made here? Other technological changes and inventions, notably the telephone and the motor car, were fast becoming popular generally at the beginning of Edward VII's reign, but for some little time they by-passed Emsworth, serving only to strengthen the town's communal vitality and to preserve its independence and distinctiveness. How lucky it is that today's residents, now numbering some 18,777 according to the 2011 census, should have inherited such a lively and diverse culture with access to a choice of good transport. Even today, a time-traveller would recognize the familiar ethos of the residents, welcoming and friendly, and be able to trace footsteps of former visitors around the town's centre.

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